

338088

JPRS-UMA-86-051

3 OCTOBER 1986

# USSR Report

MILITARY AFFAIRS

19990319 083

DTIC QUALITY INSPECTED

**DISTRIBUTION STATEMENT A**  
Approved for Public Release  
Distribution Unlimited

**FBIS**

**FOREIGN BROADCAST INFORMATION SERVICE**

REPRODUCED BY  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL TECHNICAL  
INFORMATION SERVICE  
SPRINGFIELD, VA. 22161

10  
55  
A04

#### NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

#### PROCUREMENT OF PUBLICATIONS

JPRS publications may be ordered from the National Technical Information Service (NTIS), Springfield, Virginia 22161. In ordering, it is recommended that the JPRS number, title, date and author, if applicable, of publication be cited.

Current JPRS publications are announced in Government Reports Announcements issued semimonthly by the NTIS, and are listed in the Monthly Catalog of U.S. Government Publications issued by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Correspondence pertaining to matters other than procurement may be addressed to Joint Publications Research Service, 1000 North Glebe Road, Arlington, Virginia 22201.

Soviet books and journal articles displaying a copyright notice are reproduced and sold by NTIS with permission of the copyright agency of the Soviet Union. Permission for further reproduction must be obtained from copyright owner.

3 OCTOBER 1986

USSR REPORT  
MILITARY AFFAIRS

## CONTENTS

## WARSAW PACT

GSFG: SAM Regiment Receives Low Training Marks (V. Kiryazov; KRASNAYA ZVEZDA, 15 Jun 86) .....	1
---	---

Briefs CSSR Delegation Visits	4
----------------------------------	---

## ARMED FORCES

Letters to KRASNAYA ZVEZDA Editor, Responses (KRASNAYA ZVEZDA, various dates) .....	5
Bulldozer Maintenance Difficulties Admitted	5
Malfeasance Discovered at Black Sea Fleet Base	6
Rail Spur Track Stoppages Discussed, A. Klemin, V. Ivankov Interview	6
Officer Punished for Deceitful Anonymous Letter, by V. Zhitarenko	10
Officers Reprimanded for Mismanagement	13
May Letters to KRASNAYA ZVEZDA Surveyed	14
Responses to Readers' Complaints Aired	16
Lieutenant Complains of Misassignment, by V. Basyukov	17
Lack of Weapons, Ammunition for Initial Military Training Cited	17
Reserve Lieutenants Misassigned, by Yu. Isayev, et al.	18

## GROUND FORCES

Discussion of 203MM Towed Howitzer (V. Knyazkov; ZNAMENOSETS, No 3, Mar 86) .....	19
--	----

Application of Training Method in Multi-Lingual Tank Unit (V. Usachev; ZNAMENOSETS, No 5, May 86) .....	23
NAVAL FORCES	
Chernavin Soviet Navy Day 1986 Article (Vladimir Chernavin; SOVIET MILITARY REVIEW, No 7, Jul 86)	26
CIVIL DEFENSE	
Lithuanian Rayon CD Days, Exercises Discussed (V. Komissarenko; SOVETSKAYA LITVA, 8 Jul 86) .....	31
REAR SERVICES/DEFENSE INDUSTRIES	
Article Details Career of Aircraft Engine Designer (M. Ziyeminsh; KRASNAYA ZVEZDA, 24 Jun 86) .....	33
DOSAAF	
Deficiencies in Preparation for Army Life Discussed (V. Pantsyrev; KOMSOMOLSKAYA PRAVDA, 5 Aug 86) .....	37
FOREIGN MILITARY AFFAIRS	
Vinogradov on U.S.-Thai 'Cobra Gold-86' Exercise (B. Vinogradov; IZVESTIYA, 17 Jul 86) .....	38
Goltz Critique of U.S. 'Global Shield-86' Exercise (A. Goltz; KRASNAYA ZVEZDA, 18 Jun 86) .....	40
Norwegian Pilots' Training at Nellis AFB Questioned (Yu. Akinshin; KRASNAYA ZVEZDA, 17 Aug 86) .....	41
Benin Armed Forces Political Workers Visit (KRASNAYA ZVEZDA, 20 Aug 86) .....	43
Development of Western Bridging Equipment Examined (A. Malyshev, A. Kozhukhar; KRASNAYA ZVEZDA, 25 Jun 86) ..	44
AFGHANISTAN	
Commentary Reiterates Soviet Support for DRA (Shakov; Moscow in Mandarin to China, 23 Aug 86) .....	47
Profile of Two Soldiers Who Served in Afghanistan (N. Belan; KRASNAYA ZVEZDA, 26 Jul 86) .....	49
Photo Feature on Sappers Serving in DRA (A. Yefimov; KRASNAYA ZVEZDA, 19 Aug 86) .....	50
Briefs DRA Forces Eliminate Counterrevolutionaries	51

WARSAW PACT

GSFG: SAM REGIMENT RECEIVES LOW TRAINING MARKS

Moscow KRASNAYA ZVEZDA in Russian 15 Jun 86 p 2

[Report by Col V. Kiryazov, KRASNAYA ZVEZDA correspondent: "Without Proper Organization: Summer Training Has Begun in Regiment 'X'"]

[Text] This SAM regiment in the Group of Soviet Forces in Germany has a sad reputation, as they say. It alone returned from the range with poor marks for firing.

One would think that after the regiment returned from the range, an effort would be made to find ways to rectify the shortcomings and improve the methods used for training the crews. This did not happen, however. Instead of a search for ways to improve the training quality in the regiment at all levels and in every possible way, the overly strict umpires were condemned and various excuses were thought up for what had happened. The poor evaluation for firing and the fact that the regiment had not fulfilled its socialist commitments were discussed with concern in the Military Council of the GSFG when the winter training period was summed up, but this concern was not made known to the subunits. Precisely where the entire restructuring of the combat training must take place. Photographs of officers L. Kolesnikov, V. Kozlov and A. Neveyko, once considered to be outstanding but now receiving evaluations of "twos," continued to be displayed on the Honor Board.

In mid-May, on the eve of the summer training period, the SAM regiment once again engaged in tactical exercises with live firing. Prior to the second trip to the range, the antiaircraft gunners practiced at the local tactical training ground. They were allocated the necessary training equipment and supplies, and most of the commanders considered this to be quite enough to develop the necessary skills in the specialists. There were officers, to be sure, who were concerned about deficiencies in the training methods. Senior Lieutenant Ye. Khokhlov, for example, produced a unit which could be used with the simulator to complicate the conditions for tracking the targets, a situation which can occur in actual combat. The innovation was not accepted, however. It was too much trouble. A price was paid for the neglect. At the range some batteries again failed to hit one high-speed, low-flying target. They struck the second but did not bring it down. The battery commanded by Major S. Kuzmin shot down only the third target, flying at a slower speed.

In short, the regiment returned from the range with a poor showing, but this fact was not properly assessed from a standpoint of principle.

This complacency and self-contentment is being reflected in the summer training. How did the first summer training exercises go? Frankly, they were not well organized. One had the impression that combat training is far from the most important thing in the life of the regiment.

Warrant Officer A. Terentyev was practicing an alert situation with the personnel in one of the subunits, for example. The schedule called for completely different classes, and they were supposed to be conducted by officers. Senior Lieutenant A. Zhukov was unexpectedly designated as duty officer for the pool, however (as though this could not have been anticipated). Officer Yu. Khalimov, subunit commander, and Officer A. Ashirov, who had arrived to take over that position, as well as Major A. Neveyko (that same first-class specialist whose photograph was on the Honor Board), chief of the regimental motor vehicle service and their immediate superior, were sitting in the smoking-room at that time. The newcomer was being told "how things are here," and the new man was telling the others "how things are there." According to the schedule, the weapons were supposed to be issued to the new replenishments at that time. (Incidentally, this activity was listed on absolutely all of the schedules but was not done anywhere).

In fact, the soldiers were going to bed at a command and then drilling in dressing themselves, as though this could only be taught on the first day of summer training. All of this was called "operating under an alert." Warrant Officer Terentyev clearly did not know the subject, although he is generally conscientious. He then realized that the drill could be made more complicated, and the soldiers began performing assignments as though in combat. The officers observed the pickup in activity without interest from the smoking-room, however. One would have thought that this would have been an opportunity to show the subunit in action to the man taking over, to demonstrate what the men had been taught, and for the one taking over to actually observe the men with whom he would be working.

In the administrative subunit Junior Sergeant A. Tishchenko was charged with working with the new drivers. He soon removed himself on his own from the classes altogether. No one was disturbed by this. But then who was there to be disturbed: Captain V. Guroyanov, the duty officer reported, had "left for somewhere on urgent business."

One marvels at the way one subunit commander removed himself from the training, another assigned it to an unprepared person, and a third left the subunit altogether.... This attitude toward the job can be called nothing short of irresponsible. Typically, this evoked no particular concern in anyone: neither in the regimental command nor in the party committee, although those individuals in charge who have been mentioned are Communists.

When I encountered such lack of organization, I could not help asking myself: What are the regimental staff and the directorate officers doing, those who are expected both to monitor the classes and to help the subunit commanders organize the combat training? This work style is particularly essential in view of the

winter training results. The proper conclusions were not drawn however, and many deficiencies in the organization of the classes are due to lack of concern on the part of the officers in charge.

Strange as it seems, the regimental commander himself set this kind of example. According to the class schedule which he approved, he was supposed to conduct classes in one battery. He did not show up, however. And this is how the training day developed. Captain A. Bogodukhov, a battery commander, left the day before to take the admission exams for an academy. Senior Lieutenant V. Meshcheryakov, who replaced him, was unexpectedly assigned to a detail, and Senior Lieutenant L. Kolesnikov (incidentally, his picture is also on the Honor Board) absented himself from the classes on his own--he had to fill out some sort of papers. In short, everything fell onto Lieutenant S. Pirogov, who had not prepared himself to conduct the classes.

The first exercises of the summer training period demonstrated the same sort of negligence toward the combat training in the regiment. What has caused this? I believe that it is first of all a result of a lack of demandingness of those in charge for the fulfillment of their service duties. None of the officers from the regimental directorate visited the subunits that day. (Except for the deputy regimental commander for political affairs, who accompanied the correspondent to the classes). Nor did a single officer at higher headquarters enquire about how the summer training had begun in a SAM regiment in which not everything was in order with respect to the training.

11499

CSO: 1801/222

WARSAW PACT

BRIEFS

CSSR DELEGATION VISITS--A delegation of political workers from the Czechoslovak People's Army Air Defense Forces headed by Colonel P. Dvorak, chief of the Czechoslovak People's Army Air Defense Forces Political Directorate, was in the Soviet Union 7-11 July. The delegation was received by Admiral A.I. Sorokin, first deputy chief of the Soviet Army and Navy Main Political Directorate. Colonel General S.A. Bobylev, member of the Military Council and chief of the Air Defense Forces Political Directorate, and other senior political workers took part in the friendly conversation which took place. At the Air Defense Forces Political Directorate, the Moscow Military District Air Defense, and the Yu. V. Andropov Higher Air Defense Military Political School in Leningrad, the Czechoslovak political workers familiarized themselves with the experience in party political work and the activity of political organs to fulfill the 27th CPSU Congress decisions. The guests visited the V.I. Lenin Mausoleum and sites of revolutionary and combat glory in Moscow and Leningrad. The delegation left for home. [Unattributed report: "On a Friendly Visit"] [Text] [Moscow KRSNAYA ZVEZDA in Russian 12 Jul 86 second edition p 5 PM] /12232

CSO: 1801/241



ARMED FORCES

LETTERS TO KRASNAYA ZVEZDA EDITOR, RESPONSES

Bulldozer Maintenance Difficulties Admitted

Moscow KRASNAYA ZVEZDA in Russian 20 May 86 p 2

[Unsigned Article: "Push and Pull For Subsidies"]

[Text] This was the title of the critical correspondence by Col A. Drovosekov published on 20 March. It concerned the low quality of DZ-94S-1 bulldozers, based on the T-330 tractor, and the poor organization of their repair, as a result of which military construction organizations are suffering large losses.

Comrade V. Svitnev, deputy director of the Volgograd Motor Plant of USSR Minselkhovmash [Ministry of Tractor and Agricultural Machine Building], which the USSR Council of Ministers assigned the responsibility for organizing special centers and bases for maintenance of 8DVT-33 engines, reported to the editors that the criticism was acknowledged to be justified. The Sychevka base, which was at fault for the fact that the repair of the new bulldozers was delayed, was created only at the end of 1985, and it turned out not to be ready to service the consumers effectively. At the present time steps are being taken to develop the base and to staff it with specialists. At the same time, the factory collective is working to improve the design of the engine and increase its reliability.

The leaders of the military construction organization which is operating the ill-fated bulldozers also responded to the newspaper publication. Maj Gen A. Katkov, first deputy chief of the organization, noted in his letter to the editors that military construction personnel are forced to use DZ-94S-1 bulldozers, which have numerous design deficiencies, since industry is not manufacturing anything more modern for working frozen earth. Taking this situation into account, it has been decided to take specific steps to organize the repair of bulldozer sub-assemblies and aggregates using resources of the military construction organization, and to reduce the time required for rebasing this machinery to the normative level (1-2 days).

## Malfeasance Discovered at Black Sea Fleet Base

Moscow KRASNAYA ZVEZDA in Russian 22 May 86 p 2

[Unsigned article]

[Text] A letter was received by KRASNAYA ZVEZDA from reader A. Rogalev, in which he reported facts of malfeasance by individual officials at one of the remote garrisons of the Red Banner Black Sea Fleet. The editors sent a letter to the fleet political administration. They reported that the facts were confirmed. For violations committed and serious shortcomings in their style of work, Capt 1st Rank O. Muravyev and Capt 3d Rank V. Nazarov were recommended for removal from their duties.

## Rail Spur Track Stoppages Discussed

Moscow KRASNAYA ZVEZDA in Russian 23 May 86 p 2

[Interviews of Col Gen A. Klemin and Lt Gen V. Ivankov: "Energetic Measures are Needed"]

[Text] On 5 February KRASNAYA ZVEZDA published an article by Col Yu. Kirsanov entitled "What These Stoppages Cost." It discussed shortcomings in the use of rail cars on spur tracks in a number of military construction organizations.

Letters in response to the newspaper article came from organs of the military procurator's office and the military transport service, which discussed measures taken to reduce the stoppages of rail cars. Col Justice V. Boldaryan, acting military procurator, Transbaykal Military District, reported that the facts were confirmed. Despite some reduction in the excessive stoppages of transport, the problem remains acute. In response to the organs of the military procurator's office numerous officials were brought to disciplinary and material accountability in the district in 1985.

The response by Maj Gen Justice V. Vasilyev, military procurator, Kiev Military District, stated that procurators' inspections have been conducted regarding the facts brought out in the article, "What These Stoppages Cost." Procurators' representations were issued to the appropriate commanders and supervisors in connection with the disclosures.

D. Glebov, chief of the Main Administration of Container Transport and Commercial Work, also supported the newspaper article. His letter stated that the Ministry of Military Transport is extremely interested in solving the questions raised in the article, "What These Stoppages Cost."

On the railroads, measures are being taken jointly with enterprises and organizations, aimed at improving the use of rail cars on spur tracks. Although the situation somewhat improved in the country in 1985 over 1984, and the actual stoppages of rail cars declined by 0.2 hours, the established norm was not achieved just the same, which led to the loss of approximately 730,000 rail cars of loading resources.

The editors also received numerous responses from readers. The majority were from workers in the military transport service. They contained other examples of mismanagement and poor organization in military construction units in the use of transport, analyses of the reasons for such dereliction, and specific suggestions for eliminating them and improving savings and economizing in the use of transport resources.

The editors acquainted the leaders of the military transport service, as well as of the USSR Ministry of Defense Construction and Troop Billeting organs, with these letters, and asked them to express in the newspaper their attitude about the problem, which is of great economic importance.

Col Gen A. Klemin, chief, Central Military Transportation Directorate, USSR Ministry of Defense:

"The 27th Party Congress sharply posed the question of the need to stiffen demands for observance of Soviet laws, bring order in the workplaces and in all spheres of our life, and increase demands upon cadres. The responses by the readers of KRASNAYA ZVEZDA to the article, "What These Stoppages Cost," indicate that it is precisely such a demanding approach which is approved and supported everywhere."

"For the sake of fairness let us note that overall a tendency to reduce stoppages of rail cars has been noted of late in military construction organizations. During the past five-year plan they were cut in half. Nevertheless, no fundamental turning point for the better has taken place. The problem is especially acute in the Far Eastern, Transbaykal, Odessa, Baltic, Kiev, Ural and Siberian military districts, and in the Pacific Ocean Fleet.

"What are the main causes of the stoppages? As analysis carried out by workers in the military transport service shows, the main cause is nonfulfillment of the requirements of construction norms and rules for mandatory priority preparation of construction production for loading and offloading. Although all of this is provided for in plans, at the last moment, as a rule, a bureaucratic approach comes to the fore. And it begins. Rail cars are unloaded at unpractical sites and the familiar picture of disorder and confusion is created. It is necessary to tighten control over how transport facilities are built and whether they are appropriate for the amount of offloading envisioned. Such a proposal to the leaders of the construction and troop billeting organs, USSR Ministry of Defense, is contained in letters by officers A. Mironov, V. Grebennikov, V. Maslennikov, V. Abramov, V. Ruday, V. Podzemelnyy and others. It is hard to dispute them.

"Here is what Lt Col A. Zykov, deputy chief, Military Transport Service, Far Eastern Military District writes: 'In our district approximately half of the fines for rail car stoppages are levied upon construction units and establishments. For example, in the UNR [Office of the Work Supervisor] where Lt Col V. Vlasenko is chief, at the time of a mass arrival of construction materials the offloading areas were not ready, means of mechanization had not been allocated and rail-side warehouses were lacking. As a result, the UNR

paid substantial fines last year. For the same reason, fines were levied upon the enterprise headed by Lt Col I. Petrov.'

"Unfortunately, the listing of organizations reconciled to this situation could easily be continued. But, undoubtedly, this is not the essence of the matter. The fact is that year after year they ignore the demands made by workers in our service to instill the necessary order. Thereby, such good-for-nothing supervisors undermine the economy not only of their own organizations, but also (let us approach this from a statewide standpoint) cause serious harm to the country.

"It has been established that in many cases technical conditions for loading are violated. Rail cars loaded in violation of regulations are not accepted for movement and stand idle for days awaiting removal of defective goods. In the Northern Group of Forces, for example, construction materials are not hauled away from stations in a timely manner, and sometimes become worthless located unprotected under the open sky. Heavy fines were paid by units where officers V. Torba, V. Voloshin and Lt Col V. Zuyev are serving. And all of this is taking place, it should be noted, in organizations which have the necessary resources and powerful equipment.

"It is not only a matter of having material resources. Often contracts for the operation of spur tracks are formulated incorrectly. Such facts were brought out, in particular, in letters by I. Paragin, V. Kosenko, P. Yerokhin, B. Vdovenko and others. As is known, contracts shall be approved only after coordination with military transport organs, which are representatives of the Ministry of Defense in the transport area. However, some leaders and chiefs consider this not at all mandatory.

"Thus, Col V. Sinev, in his letter to KRASNAYA ZVEZDA, reports that in 1985 a rear services commission inspected a number of units and departments in the Transbaykal Military District, including military construction elements. It turned out that one of the main reasons for increased fines for rail car stoppages was that military construction organizations were compiling contracts for operation of spur tracks independently, without coordinating with the military transport organs. As a result there was a great deal of confusion and inaccuracies. This resulted in the fines.

"The attitude toward fines by some supervisors is rather strange. They believe that it is economically more advantageous to pay them than it is to develop spur tracks. Alas, this is in fact true, for the fines in no way compensate for the damage which rail car stoppages inflict upon the state. This is all the more so in that a number of military construction organizations are granted privileges in the use of rail cars. Some simply misuse these privileges and use the cars as warehouses on wheels, taking weeks to offload.

"Obviously, it has become necessary not only to stiffen fines, but also to set up the rail car replacement park in strict accord with the capacity of spur tracks. Such proposals are contained in letters sent to the editors by V. Solovyev, Yu. Grinfeld, P. Vinogradskiy, P. Vashchenko and B. Shevlyakov. I believe that these proposals are fair.

"It is understood that construction workers have a number of truly objective reasons which cause excessive rail car stoppages. Sometimes trains with goods for an entire month of work arrive at a construction site and there is simply no place to put them. Offloading resources are insufficient and their capacity is low. This is justly noted in letters by V. Novikov, M. Mamashev, A. Matveyev and V. Stepanov. Just the same, more often instances of ordinary mismanagement are encountered.

"Here is a most vivid example. The unit commanded by Lt Col V. Reshetnev year after year pays the railroad tens of thousands of rubles in fines for storage of goods. Repeated suggestions by the military transport service to build a required spur track are given no attention. The district construction directorate stubbornly does not do this, making reference to a lack of means. But, the amount of fines already paid would be entirely adequate to build the spur track.

"Much also depends in the organization of transport on workers in the military transport service. Not everywhere is the required control established over timely offloading of rail cars, and often higher commanders and organs of the military prosecutor's office and people's control are not informed in a timely manner about instances of excessive stoppages.

"The 27th Party Congress set the task of increasing the volume of deliveries not by a quantitative increase in rolling stock, but by accelerating its turnaround. This problem is a common one for all who take part in transport. Therefore, demands for successfully accomplishing it must be no less strict than for fulfilling the economic plan."

Lt Gen V. Ivankov, deputy chief, Construction and Troop Billeting, USSR Ministry of Defense:

"The questions raised in the article and letters have long been urgent. The tremendous fines which military construction collectives pay for rail car stoppages are a result of the fact that over many years some supervisors did not completely fulfill the requirements of the norms for preparation of construction production and dragged out construction of spur tracks to construction sites and rail-side supply bases. Frequently rail cars stand idle due to poor organization of offloading work on holidays, off days and at night. The technical level of on and offloading work is low.

"Overall, there are positive advances all the same. Thus, during the past five-year plan stoppages declined 53.6 percent. Thus, in the military construction organization headed by Comrade V. Grigorkin, in 1985 alone fines for excessive stoppages declined 3.5 fold. However, even here it is too early to become complacent, for the overall amount of losses suffered by the organization remains very substantial. In January of this year a permanent operational group was created to control the effective use of rolling stock.

"Definite work to reduce rail car stoppages was also carried out in the organization led by Comrade K. Pogorelov. Effective control was set up over rail car offloading, effective use of the rail car exchange park,

implementation of plans for development of spur tracks and mechanization. This led last year to a 38.2 percent reduction in stoppages compared to 1984.

"But the problem remains acute. As the mail received by KRASNAYA ZVEZDA shows, many mistakes in this matter could have been avoided if local supervisors had displayed more responsibility and resourcefulness, and had acted more energetically. Characteristic in this respect is the situation which took shape in the enterprise commanded by Lt Col D. Kotov. Maj Gen V. Gromov, chief of the military transport service, Baltic Military District, reported in his letter to the editors that rail car stoppages increased substantially in the district last year. More than half were by this enterprise.

"Perhaps some extreme situation occurred here? Nothing of the sort. Specialists easily disclose that the main reason was an incorrectly compiled documentation and contract with the railroad. It overstated the maximum number of rail cars which could deliver simultaneously. Ten were indicated instead of seven. Elimination of this discrepancy resulted in fines virtually disappearing. This was the price of irresponsibility.

"The leaders of the USSR Ministry of Defense Construction and Troop Billeting organs are currently taking specific steps to tighten control over the use of rail cars. Military construction personnel can and will take the most energetic steps, bring necessary order to this most important matter and achieve here a fundamental turning point for the better."

The editors thank all who took part in discussing the questions raised in the newspaper article, and express the hope that most energetic and decisive steps will be taken in local areas to bring needed order to the organization of railroad transport.

#### Officer Punished For Deceitful Anonymous Letter

Moscow KRASNAYA ZVEZDA in Russian 24 May 86 p 2

[Article by KRASNAYA ZVEZDA correspondent Lt Col V. Zhitarenko: "An Anonymous Letter Behind Which a Demagogue was Concealed"]

[Text] About a year ago Officer I. Atlanov was demoted in his duty position. The reason for this was serious dereliction in service.

It goes without saying that before such a strict disciplinary punishment was given a great deal of work was carried out with the officer. Attempts were made to persuade him and demands were made that he change his style and adopt a more responsible attitude toward the work entrusted to him. However, Atlanov did not draw the proper conclusions. In his work with his subordinates he continued, as the saying goes, to "press on his vocal cords." In order to present the situation in the unit which he commanded in a more favorable light, he resorted to hushing up shortcomings. In short, his adherence to the old ways and unwillingness to reject his old habits made Atlanov's further retention in the position of unit commander impossible.

The new commander energetically set about to eliminate the shortcomings. He relied actively on the initiative and experience of his subordinates. Owing to the coordinated efforts of the commander, staff and party organization, much in the unit changed for the better. Stricter demands were made upon those who were not working to their full capacity and were not an example in conduct. At the same time, greater attention was paid to improving the living conditions of the personnel and working among the families of the servicemen. All this, naturally, reflected both on the overall atmosphere in the collective and on the results of military and political training. For successes in competition the unit was awarded the Challenge Red Banner of the district military soviet.

It was namely after this that a letter arrived at the KRASNAYA ZVEZDA editors' office which asserted that the unit had not deserved the banner which it was awarded. There followed a long listing of shortcomings in support of this. The letter was signed "an officer of this unit." No name was given.

One was immediately struck by the fact that the letter listed shortcomings which were noted in the unit under its former commander. Had the senior headquarters been fooled and taken the desirable for the actual, while in fact everything remained as before?

However, facts demonstrated the opposite. Changes for the better in the unit were obvious. In particular, this was indicated by the results of the work carried out by a comprehensive commission headed by Maj Gen G. Kireyev, which was sent to the unit by the district commander. Moreover, the opinion of all who took part in the inspection was identical. The author of the letter had made up a lot of nonsense about the unit's collective and its new commander.

Naturally, the question arose: Who is behind the signature "an officer of this unit," and what objective did he pursue in presenting white as black?

It is thought to be extremely difficult to catch the writer of an anonymous letter. But in this case everything turned out to be rather simple. Specialists quickly determined that the author of the letter was Officer I. Atlanov, the former unit commander. Meanwhile, in conversation with a correspondent before he knew about the conclusions of the handwriting experts, Atlanov remarked that it was not within his rules to write about something about which he knew nothing. But the sense of his further discourse boiled down to the following: If a tip has already been received, then it is necessary to look into it, for where there is smoke there is fire. As for the authorship of the letter to the editor, in Atlanov's opinion this was an insignificant matter.

Such was the position of the anonymous letter writer. It was not he who should be checked out, but those on whom he had heaped dirt. True, Atlanov would be forced to acknowledge in a note of explanation addressed to the senior commander: "I wrote the anonymous letter to the editors of KRASNAYA ZVEZDA... My pride played a role..."



He is truly a prideful person by nature. But, this is something which everyone no doubt has. It is another matter what nuance this quality acquires in a specific instance. Had Atlanov's pride engendered, say, a desire to start working in a new manner, who would have objected? But, unfortunately, this did not happen. Envy came to the forefront and desire to appear in a better light by sullyng others. And we cannot reconcile ourselves to this. It is harmful to the common cause.

The instance with Atlanov again reminds us how alive the frame of mind of parasitism is in some places, and the habit of transferring responsibility to the shoulders of others. It must also be seen that under the flag of the struggle against shortcomings Atlanov engaged in nothing other than demagogy. Having messed things up and done nothing to correct the shortcomings, now he fights for order, as though he considered himself an outsider. After all, had Atlanov struggled for truth, why did he not attack the shortcomings frankly and openly?

But the whole problem is that when he sat down to write his letter to the editors he pursued a single objective -- to prove that the shortcomings for which he was deemed responsible were unavoidable and that he, therefore, "suffered" due to an unfortunate set of circumstances.

One detail is of some interest in my view. Having written the editors about shortcomings existing in "N" unit, Atlanov immediately requested of the senior commander that he be given a performance rating, so that he could prepare documents to have his party punishment removed. His calculation was simple. Against a background of the noise surrounding the anonymous letter an assessment of the former misdeeds of Communist Atlanov would not be so principled. Perhaps they would even remove the punishment!

Yes, the old and outmoded ways are not yielding. And do we at times ourselves not also facilitate this? If only by our attitude toward such phenomena.

In the unit about which we speak, many guessed that the author of the anonymous letter was Atlanov. Here I should explain that the letter sent to KRASNAYA ZVEZDA was only part of the "creative efforts" of Atlanov. When I discussed this with Ye. Myakchilo, an officer in the political section of garrison special units, he noted:

"Yes, I myself also recently had to deal with an anonymous letter by Atlanov. He cast aspersions on his former deputy for political affairs. There is no doubt that Atlanov wrote the letter. His signature is known. What did I do? I reported to the higher political organ that the facts were not confirmed. That is all. It is a delicate matter when dealing with an anonymous letter.

One wonders why it is so delicate if the anonymous letter writer consciously deceives and throws a shadow over people's good names? Is tact appropriate here?

Or take this fact. Having disclosed the true character of Atlanov, the party commission of the political organ in which he is currently on the rolls decided to remove him from the party. On appeal by Atlanov the higher party



commission reduced the punishment and gave him a strong reprimand with annotation in his party registration card. Seemingly, after this Atlanov would understand what was what, and would undertake to serve honorably in the work to which he was appointed. However, this did not happen. In his new duty position he continues to work in a mediocre manner. Recently, specialists from the district headquarters inspected his work. They again detected substantial dereliction of duty.

The district headquarters came to the unanimous opinion that Officer Atlanov must be strictly punished for discrediting the rank of an officer. An official representation was read on that account, signed by the appropriate commander. But the higher cadre organ nevertheless decided to reduce the punishment. It did so, I must say, for the same reason: The matter is, they said, delicate... Consequently, there is no guarantee that a new anonymous letter will not arrive at the next higher headquarters. And again, someone will have to spend official duty time and state funds for temporary duty expenses.

Apropos of this, why not have those such as Atlanov reminded also about their material responsibility? We save fuel and transport resources, electric power and water... And here dozens and hundreds of rubles are thrown away to the wind on the whim of an anonymous letter writer? It is not logical.

#### Officers Reprimanded For Mismanagement

Moscow KRASNAYA ZVEZDA in Russian 27 May 86 p 2

[Unsigned article]

[Text] "The Fruits of Mismanagement"

This was the title of the letter by Sr Warrant Officer S. Furdilov, published on 11 March. The author discussed violations in the organization of repair and storage of military equipment and the irresponsible attitude of certain officials toward fulfilling their duties.

As Maj Gen of Avn V. Orlov, deputy commander, GSVG VVS [Air Forces] for the rear, reported to the editors, the facts were confirmed upon checking. For dereliction in their duties lieutenant colonels A. Sokolov and V. Lazarenko received strict reprimands. Maj V. Spodanyuk, chief of the GSM [Fuels and Lubricants] Service, was warned about his incomplete compliance with his duties. Maj A. Bratkov and captains N. Denisenko and A. Kuznetsov also received disciplinary punishment.

For his formalistic attitude toward work with letters and untimely response to them, Maj A. Korneyev received party punishment.

Moreover, the editors received a response from Maj Gen Justice S. Malyugin, reporting that according to materials of the procurator's office inspection, those directly at fault for mismanagement, officers A. Sokolov, V. Lazarenko,

V. Spodanyuk and A. Bratkov, received warnings from the procurator's office about the impermissibility of violations of law.

"And Again There is No Time..."

This was the title of an article written by Col A. Yurkin, published in KRASNAYA ZVEZDA on 11 Dec 85. It discussed shortcomings in mass sports work at the Leningrad Higher School For Railroad Troops and Military Transportation imeni M. V. Frunze, as well as omissions in the organization of swimming competition and lessons in connection with the drawn out repair of the swimming pool.

As Maj Gen B. Koryakov, the school commandant, reported to the editors, in connection with the fact that the contracting organization is late in beginning construction, the school command is taking steps to repair the old swimming pool and eliminate violations of technical and sanitary standards. After this work is completed it will be placed in temporary use.

#### May Letters to KRASNAYA ZVEZDA Surveyed

Moscow KRASNAYA ZVEZDA in Russian 4 Jun 86 p 2

[Unsigned article: "KRASNAYA ZVEZDA Mail"]

[Text] During May the editors received 11,465 letters from readers, 458 of which were published in the newspaper. There were 444 responses received to KRASNAYA ZVEZDA articles.

The mail during May reflected the most important events which took place during the last month of spring. The letters received by the editors contained reports by our readers about the results of the winter military training period in troop and naval units, about a worthy greeting to May Day and the 41st anniversary of victory in the Great Patriotic War and about the doings and concerns with which the country and its armed forces live.

"The personnel of the electromechanical unit of the large antisubmarine warfare ship Udaloy," writes Capt Lt P. Ishchenko from the Northern Fleet, "successfully fulfilled their socialist obligations. For the sixth time in a row this collective was rated excellent according to the results of the winter training period. The specialists operated reliably and skillfully on the sea voyage. Their commander, Igor Nikolayevich Shevyrev, was awarded the rank of captain 2d rank ahead of schedule. This officer does not require much time to reorient himself, his words are always followed by deeds and he constantly searches for new approaches."

Guards Lt Col A. Cherkasov, a subunit commander, also inspires his subordinates by his outstanding service and personal example. The officer is a master of his military skill and an experienced educator. Writing about him in the newspaper, Guards Maj V. Amelin from the Central Asian Military District emphasizes that the other officers also strive to attune themselves for maximum results and restructure their work in the new way. And it is to

the credit of all that the subunit successfully hit the target on the firing range. A growing responsibility on the part of each, plus a creative frame of mind on the part of the whole collective -- this is what is important today.

May is the time of preparation for the summer training period. The letters discuss methodological classes, preparation of the training material and technical base and the contribution of rationalizers to this, and meetings of outstanding personnel. Many readers single out such important aspects of the work as the struggle for economy and thrift. Leaders Sr Lt V. Yasko from the Northern Group of Forces, Lt Col Yu. Lashch from the Carpathian Military District, Capt 3d Rank T. Yuryev from the Pacific Fleet and many others touch upon these questions in particular.

There were also numerous letters in the May mail about call-up for service. Thus, Lt Col I. Bashkatov from the Siberian Military District wrote that in Novosibirsk, an evening discussion on the topic "Afghanistan -- Place of Military Feats" was held in the district Officers' Home. Persons who had honorably fulfilled their international duty in the DRA [Democratic Republic of Afghanistan], as well as front-line veterans, spoke to the inductees.

The letter from Sr Lt A. Yudin of the Northern Group of Forces was also devoted to international indoctrination. He writes about the close military cooperation linking the personnel of the Polish and Soviet subunits, commanded by lieutenant colonels V. Tshetyak and A. Puzeyko respectively. They successfully accomplished their assigned mission in the last joint tactical exercise.

Chernobyl was severely tested. And, as has always been true in days of alarm and difficulty, the Soviet people and the troops of the army and navy demonstrate with particular strength their unanimity, cohesion, readiness to help and selflessness. Numerous letters and telegrams which the editors have received and are receiving indicate precisely this.

Many readers, expressing approval for the measures being taken by the state in connection with the accident at the Chernobyl AES [nuclear electric power plant], report about the monetary donations sent voluntarily to the fund for the assistance of Chernobyl residents. L. Grigoryev from Petropavlovsk-Kamchatskiy, Lt Col Yu. Shevel from Kuybyshev, R. Fidorchuk from Riga, Col B. Dotsenko from the Group of Soviet Forces Germany, and many others write about this in particular.

Here is a letter from the place of the event.

"When volunteers are needed," writes Lt M. Korovin, secretary of a unit komsomol committee, "Jr Sgt V. Komissarov, a komsomol activist, is first to step forward. Yesterday a student, and today the commander of a radiation and chemical reconnaissance detachment, Viktor is always present where both words and deeds are needed. And people follow him. At times it is difficult for commanders to choose. It has gotten to the point where people are offended if

they are not sent to do dangerous work. These are the sort of people who are fulfilling their duty on the banks of the Pripyat!"

There are numerous such letters in the editors' mail. They are still one more indication of the unity of the army and people.

#### Responses to Readers' Complaints Aired

Moscow KRASNAYA ZVEZDA in Russian 4 Jun 86 p 2

[Unsigned article]

[Text] A letter by Pvt V. Pokhodun, a military construction worker, discussed instances of distorted disciplinary practice by several officers and warrant officers in the unit where he serves.

As Rear Adm B. Pekedov, first deputy chief, Northern Fleet Political Administration, informed the editors, the facts were confirmed. For gross violation of regulatory requirements, Capt N. Melnikov was removed from his duty position and demoted on order of the fleet commander, at the recommendation of the comrades court of honor for junior officers.

The response noted that warrant officers I. Kretov and S. Ustinov at times substituted coarseness for regulatory demandingness toward the military construction personnel. For this they received disciplinary punishment.

Lt Col V. Lyuborets, the unit commander, was also brought to party and disciplinary accountability for tactless conduct toward his subordinates.

\* \* \*

A group of workers and employees at the Darasun Military Sanitarium complained to the editors about low quality finish work in the new apartments which they received.

As Col V. Skorokhodov, chief of the Transbaykal Military District Construction Administration, reported, Maj V. Zakharov, commander of the military construction organization which accomplished the work, was reprimanded for the low quality work and for violation of construction standards and regulations, and Maj A. Gusenkov, chief engineer, received a severe reprimand.

At present all of the imperfections in the house have been eliminated.

\* \* \*

Soviet army employee V. Cherednik and other authors of a letter complained to KRASNAYA ZVEZDA about the poor organization of the training and indoctrination process in the training center.

Maj Gen G. Karev, first deputy chief, Main Military Construction Directorate, USSR Ministry of Defense, reported on the results of inspection. It was

revealed that the facts in the letter were correctly stated. For dereliction of duty Maj V. Golubev, chief of the center, was removed from his position and transferred to another unit. Specific time limits were defined for completing work to improve the working conditions of instructors and the training material base. Measures have been taken to acquire visual aids which are lacking.

#### Lieutenant Complains of Misassignment

Moscow KRASNAYA ZVEZDA in Russian 4 Jun 86 p 2

[Article by Lt V. Basyukov]

[Text] Dear Editors!

In 1984 I completed the Riga Higher Military Aviation Engineer School imeni Ya. Alksnis. I was assigned to an aviation training regiment at the Armavir Higher Military Aviation School for Pilots imeni Chief Marshal of Aviation P. S. Kutakhov. There it turned out that persons with my specialty are not required. I was attached to the regiment technical maintenance unit (TECh), but was listed in the position of group technician in another subunit.

For the first six months I worked in a so-called construction brigade, which was involved in all manner of work other than aircraft maintenance. Then my request to work on equipment was satisfied, and for a year I worked as a mechanic on oxygen and instrumentation equipment. Then I began to fill the duties of an electrical equipment mechanic -- very simple operations, usually accomplished successfully by first term soldiers.

This, of course, does not satisfy me as an engineer. I submitted a report through the chain of command requesting I be sent to serve anywhere, but in my specialty. The document was signed by the TECh chief, but soon disappeared somewhere, since there is a shortage of aircraft equipment mechanics here. But can this really be in the state's interests -- to use as a junior aviation specialist an engineer whose training costs a great deal of money? Moreover, I know that officers with military engineering education are needed in other units.

#### Lack of Weapons, Ammunition For Initial Military Training Cited

Moscow KRASNAYA ZVEZDA in Russian 13 Jun 86 p 2

[Unsigned article: "In the Role of a Supplicant"]

[Text] This was the title of the letter written by Res Capt 2d Rank V. Sakhranov, military instructor at Moscow Secondary School No. 542, published on 26 April. The letter stated that, due to a formalistic attitude on the part of workers at the Krasnogvardeysk Rayon and the Moscow City military commissariats, for a long time this school did not have weapons and ammunition necessary to fulfill the initial military training program.

As is reported in a reply received by the editors, signed by Col V. Kushteyko, deputy Moscow City Military Commissar, the facts were confirmed. The newspaper article has been discussed with the rayon military commissars in the capital and the section chiefs and secretaries of primary party organizations in the military commissariats. Col V. Vaskovskiy, Krasnogvardeysk Rayon military commissar, was reprimanded, and Col A. Tatarinov, deputy Moscow City commissar for call up and non-unit training, received strict instructions. The school has received small arms in accordance with supply standards.

#### Reserve Lieutenants Misassigned

Moscow KRASNAYA ZVEZDA in Russian 14 Jun 86 p 2

[Article by lieutenants Yu. Isayev, Yu. Karasev and V. Kiselev:  
"Disappointed"]

[Text] Dear Editors! We reserve officers were called up into the ranks of the Armed Forces. During our years of study in the institute we mastered an interesting military specialty, and, therefore, expressed our desire to remain as cadres in the Soviet Army. However, our first steps in service have disappointed us. We were amazed to learn that the regiment where we were assigned does not require our specialty. The unit command was also amazed. We were placed at the disposal of the commandant of the Chernigov Highe Military Aviation School For Pilots imeni Leninskiy Komsomol. The same picture repeated itself. We were not required. And here we are again in a new place. We were greeted warmly in this regiment, but they do not know what to do with us. There are no available duty positions. For an entire month we have been doing nothing. But we have also not been paid. This is seemingly fair. This state is not obligated to pay for idleness. However, it is not our fault that we have been idle.

9069

CSO: 1801/213

## GROUND FORCES

### DISCUSSION OF 203MM TOWED HOWITZER

Moscow ZNAMENOSETS in Russian No 3, Mar 86 pp 12-13

[Article by Col (Res) V. Knyazkov: "The 203-mm Howitzer"]

[Text] The caliber of this weapon, of course, is impressive. It's no joke--203 millimeters! And the external appearance of the B-4M howitzer is rather imposing. Even a person who is far from military affairs understands when looking at it: in front of him is a very powerful artillery system which is intended for the accomplishment of important missions in combat. Precisely which ones?

They follow from the most important characteristics of the howitzer--range of fire and weight of projectile. Considering that the gun is capable of sending projectiles weighing from 100 to 150 kilograms 18 kilometers, it is employed first of all for the destruction of especially strong concrete, ferroconcrete, armored, and dirt structures. It may be called upon to combat enemy large-caliber artillery including that under cover in strong structures. It is also used for firing at distant targets when, because of the combat situation, it is necessary to neutralize them.

The howitzer's unit of fire includes separate-loading rounds with high explosive and concrete-piercing shells. Let us explain several terms. The round--this is what specialists call the set of all the elements which, in the aggregate, also comprise the artillery ammunition--projectile, fuze, case, charge, and igniter. And what is "separate-loading ammunition?" Let us note that here there is no classical fixed round such as, for example, for the 76-mm gun where loading is accomplished in one step. Nor is there a case. The round of the 203-mm howitzer is not lifted by hand--it is heavy; therefore, loading is accomplished separately. First the projectile is fed to the powder chamber of the tube, then the propellant powder charge which is placed in several cloth packets having a cylindrical shape. In the distant past, such packets were called bags and this name has been preserved to our time. Used as the igniter is the percussion tube which is inserted in the breechblock after closing the bore.

The weight of the high-explosive [HE] shell is 100 kg. Its body contains an explosive charge weighing up to 23 kilograms. Certain conditions are created for the shell's HE effect. The fuze is set ahead of time for some delay and therefore is not triggered at the moment of impact with an obstacle. This will occur just a little later when the shell, under the effect of inertial forces, buries

itself in the obstacle sufficiently. This is the way strong field shelters, bridges, railroad junctions, and so forth are destroyed.

However, the enemy defense may be saturated with such strong fortifications as concrete, ferroconcrete, stone, and brick structures. In order to destroy them, the unit of fire of the 203-mm howitzer includes concrete-piercing shells (by analogy: armor-piercing--against armor, concrete-piercing--against concrete). Such a shell, possessing a weight of 146 kilograms, is accelerated in the bore to a velocity of 607 meters per second. Its kinetic energy is truly tremendous: at the moment of impact with an obstacle the instantaneous power measured in hundreds of thousands of horsepower is developed. There are several modifications of concrete-piercing shells of a caliber of 203 mm which can penetrate a layer of ferroconcrete with a thickness of up to 1.25 meters.

Structurally, the howitzer is composed in accordance with the classic scheme. Two basic parts are distinguished--the tube with breechblock and the carriage. The carriage includes the cradle with the recoil mechanism, upper carriage with arming winch, laying devices (elevating, traversing, bring to loading position), lower carriage with hinged trail spade, jack and crane for loading, sights, and wheeled running gear.

The purpose of some mechanisms is obvious. We will explain only those technical solutions which are caused by the special features of this large-caliber artillery system. Since the weight of the gun in its combat position is a little less than 20 tons (and in travel position almost 22 tons), envisioned for the howitzer is rear running gear with four wheels rather than with two as is usual. Moreover, there is also front running gear, otherwise called the limber. Do not be surprised by this term although it seems to be an anachronism. Actually, horse-drawn artillery could not be conceived without a mandatory limber. But under contemporary conditions, too, it is necessary because it is the support of the carriage's trail assembly, thanks to which the weight of the howitzer in motion is distributed uniformly among the six wheels.

The design of the tube is interesting. The massive steel tube weighing five tons experiences tremendous dynamic and thermal loads during firing. And no wonder: an extremely heavy projectile is accelerated within it in fractions of a second. The tube erodes and eventually must be replaced. And here the designers had their say, proposing that the tube be made of two parts--an outer and an inner, of the insert type. A thin-walled tube (liner) with a rifled bore and powder chamber is inserted in the tube with a small gap. Thus, it becomes unnecessary to completely replace the five-ton tube--it is easily restored by inserting a new liner. This solution is very reasonable. For we do not throw out a ball-point pen only because the compound was expended in the core: we replace the core and continue to write.

Several words about the loading devices. There is no getting by without them since it is far from easy to handle projectiles of such an imposing weight. Envisaged as the devices are a crane with winch and a portable ammunition tray which are fastened to the lower carriage in the "march" position.

The tray, in essence, is a trough-shaped ammunition tray which is mounted on small wheels and serves for feeding the projectile and charge to the gun. The crane with winch operates next. The tray is suspended on the breech ring using a hook.



Two cannoneers of the section, operating as a rammer (a unique ramrod), first feed the projectile into the powder chamber and then the propellant charge. The breechblock is closed, the percussion tube is inserted, and the gun is ready for firing.

Two indices--range and traverse--characterize such an important property of guns as the ability for the broad maneuver of fire. One can fire from the howitzer in the entire span of ranges right up to the maximum range--18 kilometers. Here the tube's angle of elevation is from 0 to +60 degrees. The angle of traverse is  $\pm 4$  degrees, but if necessary it can be increased to  $\pm 10$  degrees. Within these limits the howitzer can bracket any target with shells without changing firing position.

As regards maneuver with wheels, the specialists have in mind the howitzer's ability to displace in the shortest time. If we break this maneuver down "into steps," three stages can be clearly distinguished: conversion of the gun from firing position to march position, the march, and conversion of the gun from march position to firing position.

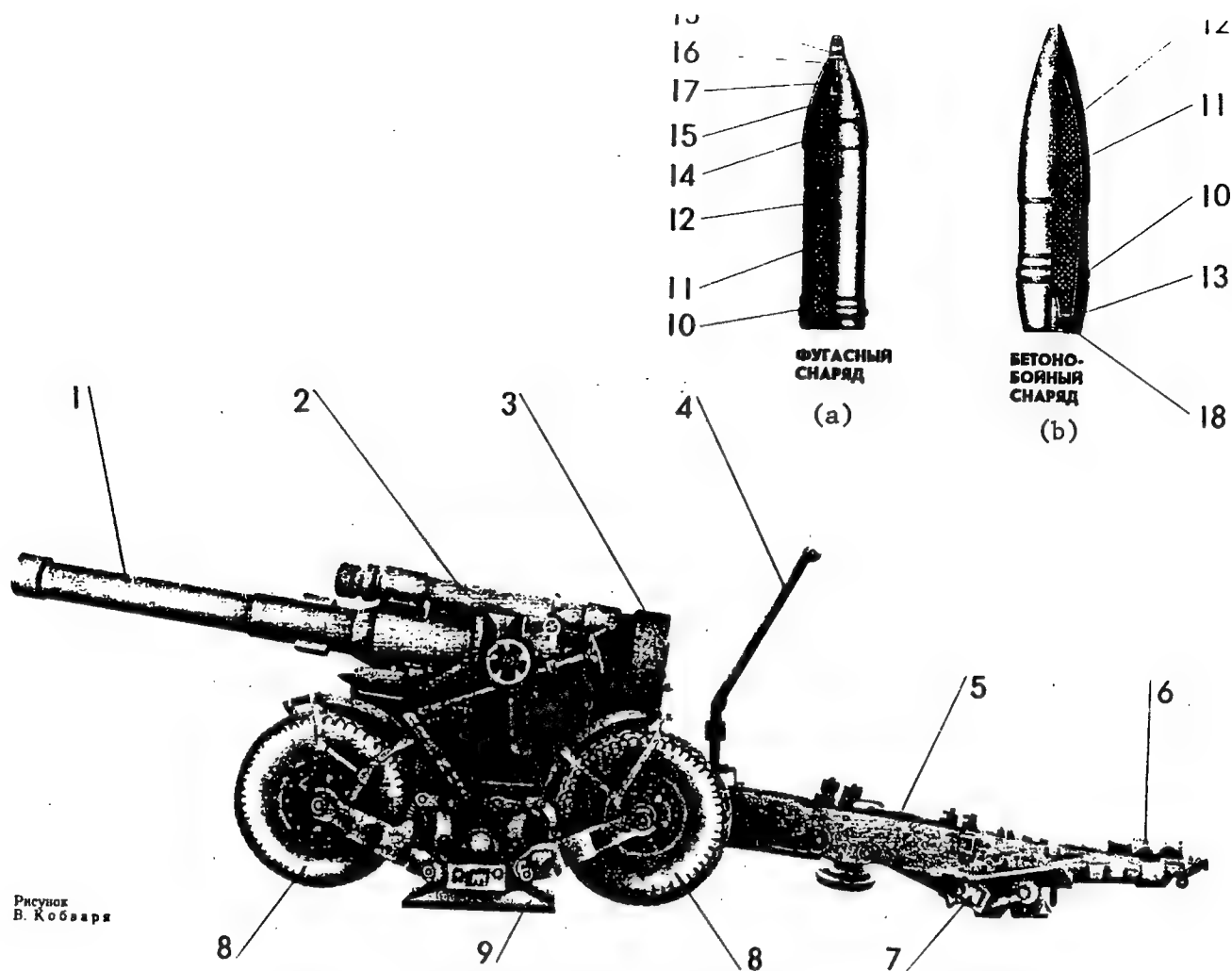
The howitzer is "disarmed" on the first stage. Along with the regular operations in preparing the gun for the march there is one specific operation: the tube is disconnected from the recoil mechanism and pulled to the rear using the winch. This design "restructuring" has great significance. The weight of the gun is distributed among the wheeled supports more uniformly.

At the same time, the designers envisaged one important recommendation. If, in accordance with the conditions of the battle, the necessity arises to displace the howitzer over a comparatively short distance, the tube need not be pulled to the rear. However, in this case the speed for towing the gun should not exceed eight kilometers per hour. What does this provide? A substantial saving of time. If the standard allots on the order of 60 minutes for disarming the howitzer, this indicator is cut approximately in half without pulling the tube back.

On the march the howitzer is moved by an ATT (heavy artillery prime mover) prime mover. Its speed of movement over dirt roads and cobblestone roads may reach 20 kilometers per hour, and the maximum speed of movement over highways is 35 kilometers per hour. We stress that the traveling qualities of the ATT are simply excellent.

At the third stage, when the gun is converted from the march position to the firing position, the tube is rolled forward and the howitzer is placed on the jack bottom plates and fastened with guy wires. The stability of the artillery system as a whole is attained in this way, which has great significance for the attainment of good accuracy and grouping of the rounds. We note that artillerymen have great respect for the 203-mm howitzer. It is not in vain that the following opinion of its firing accuracy is current among them: "If you want to hit a dime--you'll hit the dime."

In conclusion, let us note that the powerful 203-mm howitzer, which possesses great firing capabilities and good indices of reliability and survivability, can accomplish a broad range of important missions connected with the destruction of especially strong structures and shelters.



General View of the B-4M 203-mm Howitzer in Firing Position  
(without guy wires and beam)

1- tube; 2- recoil mechanism; 3- breech ring; 4- crane for loading; 5- lower carriage; 6- trail assembly of lower carriage; 7- summer trail spade; 8- wheels; 9- jack bottom plate; 10- rotating band; 11- bursting charge; 12- body; 13- fuze; 14- pads; 15- threaded cap; 16- booster casing; 17- detonator; 18- screwed base.

Key:

a- HE shell

b- Concrete-piercing shell

COPYRIGHT: "Znamenosets", 1986

6367

CSO: 1801/243

GROUND FORCES

APPLICATION OF TRAINING METHOD IN MULTI-LINGUAL TANK UNIT

Moscow ZNAMENOSSETS in Russian No 5, May 86 pp 6-7

[Article by Jr Sgt V. Usachev, training section commander, under the rubric "Methods--the Art of Training": "Using an Active Version"]

[Text] The February and April issues of ZNAMENOSSETS for this year contained articles on some new training methods. They are being successfully used in the tank training subunit commanded by Senior Lieutenant I. Barkov.

Junior Sergeant V. Usachev tells how the tankmen are learning protection against weapons of mass destruction by means of test-charts.

A great deal can be said about the merits of the new methods. The other training section commanders and I are drawn primarily by the extensive possibilities for individual training. They also improve the monitoring of the specialists' training by the NCOs. We can check on how a certain student has mastered the subjects on the test-charts at any time, objectively and spending little time, reveal the causes of shortcomings and take steps to correct them.

Since our subunit is a multinational one, particular attention had to be given to the composition of the groups. Like the other sergeants, I tried to distribute the men in the section so that students with a poor knowledge of Russian trained together with those who knew Russian well. I placed with them a student who grasped the training material more successfully than the others.

The group made up of students S. Mekhtiyev, E. Guliyev and N. Martynov was typical. At first Mekhtiyev was simply a diligent student. Guliyev and Martynov complemented one another: the former explained to Mekhtiyev in the Azeri language the terms which he did not know, while the latter helped his comrades to understand the subjects being covered. I shall tell you how they studied the radiation and chemical reconnaissance devices.

Each group was given a detailed test-chart. It contained a description of the operations in sequence and a set of instructions. The chart was compiled so that the trainee, going from one instruction to the next, performed all of the procedures, at first slowly but correctly (the very first time!). A segment of the complete chart designed for conducting the class on the DP-5A radiation monitoring device is shown in Figure 2 [graphics not reproduced].

After reading the information on the purpose of the roentgen and radiation meter, the students independently studied the process of checking to see that the instrument was complete and adjusted.

I encouraged the trainees to show initiative and be creative: let them train in the way which suited them best. The students in one group would take turns reciting the points contained in the test-chart, while the other two would perform the procedures he named. The group consisting of Mekhtiyev, Guliyev and Martynov decided that the material is remembered best when a student reads the text himself and immediately uses the instrument to perform the operation indicated, while the other participants in the group monitor the sequence and the correctness of their comrade's actions. He is replaced only after he has performed the entire list of operations.

Precisely following the instructions, Mekhtiyev turned on the DP-5A. He then smoothly turned the "Mode" knob and saw that the microammeter needle was not stopping at the proper mark. The test-chart told him what to do: "Change the power source." Things did not go entirely smoothly, however. His colleagues had to help, and Mekhtiyev had to repeat the operations before he remembered how to check the instrument's functioning in all of the sub-bands and how to correctly take the readings from the dials.

I make certain that the student describes his actions aloud both during drills with the test-charts and when he first begins working without them. This verbal accompaniment makes it possible to develop awareness in the performance of the procedures. In addition, I note how active and diligent the subordinate is and evaluate his fulfillment of personal socialist commitments.

Previously, I would notice a student sitting there pretending that he was listening to the instructor's explanation. When I would ask him a question, however, I could see that the subordinate's thoughts were somewhere far away. A training session is now organized in such a way that it forces all of the participants to work actively and purposefully. Each of them knows that his diligence and conscientiousness are clearly visible and will be correctly assessed.

One other methodological innovation ensures that the students are active. The section commander requires that each subordinate draw a conclusion on his personal success and point out his own errors--in short, give himself a grade. This self-evaluation also eliminates indifference and inertia and prevents the individual from becoming lax. As a rule, the students assess their work strictly and objectively. When student M. Imangolov exaggerated his grade, his colleagues were able to prove to him that he did not deserve a "good" evaluation, since he had performed the operations inaccurately and carelessly.

After a short time, in order to stimulate aware assimilation of the material, we replace the detailed test-chart with an abbreviated one (Figure 1). As they mastered the procedure for using the roentgen and radiation meter, Mekhtiyev and all of the other students began rapidly and briefly vocalizing the individual operations to themselves. I then required that they name only the larger operations consisting of several smaller ones. The need to vocalize them gradually disappeared, and Mekhtiyev began performing all of the operations as though automatically.

We consider that the process of developing the necessary skills has been completed when the student can work with the measuring instrument without counting on the test-chart and performs various tasks without error. In order to test Mekhtiyev's knowledge, we first asked simple questions such as the following: "How many dials does the instrument have?", "What are the extreme measurements shown on the bottom (or top) dials?", and so forth. The student soon learned how to perform more difficult tasks, in which he had to use various initial data for measuring radiation levels in an area and the degree of contamination of objects.

We used the same type of test-charts to study individual and group protective equipment, the decontamination of organic weapons and equipment, and the other subjects.

At first glance, the new training methods might appear to make their work in a class more complicated. In reality, when self-preparation is also properly organized, the trainees successfully overcome the difficulties. The knowledge and skills of the future tankmen/specialists develop more rapidly, and they assimilate the necessary information more solidly than with the conventional methods. The student does not waste time memorizing the material in advance but is immediately oriented toward error-free work, which he performs more and more confidently and rapidly each time. Experience has shown that the use of the detailed test-charts reduces the amount of training time by half, and use of the abbreviated charts reduces it by 30 percent. The time required to prepare the specialists is cut by one third to one half.

The following fact also speaks in favor of these training methods. Fightingmen in a neighboring subunit (where the training is performed in the traditional manner) borrowed our test-charts for use as reference aids in their final classes. Our students easily did without this support, however. The subordinates of Senior Sergeants B. Yefremov and O. Veryutin and Junior Sergeant Ye. Burtylin, as well as my own section, demonstrated a solid knowledge of the subject in the final exams.

COPYRIGHT: "Znamenosets", 1986

11499

CSO: 1801/222

NAVAL FORCES

CHERNAVIN SOVIET NAVY DAY 1986 ARTICLE

Moscow SOVIET MILITARY REVIEW in English No 7, Jul 86 pp 4-6

[Article by the Admiral of the Fleet Vladimir Chernavin, Commander-in-Chief of the Soviet Navy-Deputy Minister of Defence of the USSR]

[Text]

The Soviet navymen mark their traditional holiday with high achievements in combat training and political education. Inspired by the historic decisions of the 27th CPSU Congress, they are vigilantly guarding the Soviet people's peaceful labour and persistently enhancing combat readiness jointly with servicemen of other services and arms of the USSR Armed Forces.

The 27th CPSU Congress has developed a strategy and tactics for sharp acceleration of the country's socio-economic development in new historical conditions. The Soviet Union's fundamental tasks of social and economic development also determine the CPSU's international strategy, whose chief purpose is to allow the Soviet people to work in conditions of a durable peace.

This principle also underlies Soviet military doctrine, which is of a purely defensive nature. This was emphasised at the 27th CPSU Congress by General Secretary of the CPSU Central Committee Mikhail Gorbachov, who said in part: "In the military sphere we intend to act in such a way as to give nobody grounds for fears, even imagined, about their security. But to an equal extent we and our allies want to be rid of the feeling that we are threatened. The USSR undertook the obligation not to be the first to use nuclear weapons and it will abide strictly by that obligation. But it is no secret that scenarios for a nuclear strike against us exist."

Considering the complicated international situation and the mounting aggressiveness on the part of the imperialist quarters, the CPSU and the Soviet Government are paying unremitting attention to matters bearing on the country's defence capability, fighting potential of the USSR Armed Forces, and strengthening military discipline. The Soviet Army and Navy are provided with the most up-to-day weapons and combat equipment, and are manned with well-trained personnel and also command and political cadres, who are highly devoted to the people.

The Soviet people are by rights proud of their modern ocean-going fleet, which is on a level with the latest achievements of scientific and technological progress and meets all the present-day requirements. Nuclear-powered missile submarines are the navy's main strike force. Important missions are also assigned to missile cruisers, big antisubmarine ships and destroyers. Missile-carrying and ASW aircraft opened new possibilities for enhancing navy's combat might and mobility of its strike force.

Naval pilots operate masterfully both from ground-based airfields and air-capable ships. Owing to the high technical level, the potentialities of the marine and also coastal missile and artillery units have largely increased, and the navy's organisational structure, its basing modes and maintenance system have considerably improved.

The navy has experienced and proficient military cadres. The Communists set the tone in combat training. They are delegates to the 27th CPSU Congress: Hero of the Soviet Union naval pilot Colonel Yuri Churilov, commander of a nuclear-powered submarine Captain 2nd Rank Mikhail Pukhov, commander of the missile cruiser *Grozny* Captain 2nd Rank Mikhail Pinchuk, and commander of a marine battalion Major Grigory Yagodinets.

Distant ocean cruises have become a major school for enhancing navymen's combat skill. Working up various missions in complicated settings, seamen, starshinas, mitchmans, officers, generals and admirals demonstrated a high proficiency level. Today too, the navymen are doing their far from easy duties in hot tropics and cold seas, far from their near and dear. Soviet naval ships ply the World Ocean solely to protect the USSR and its friends and allies, not for aggression or intimidating other nations.

## MYTHS AND REALITY

Whipping up the arms race, the imperialists are simultaneously fanning the myth of a "Soviet military threat." The principal goal of this campaign of lies and slander is to frighten the taxpayers into consenting to record military budgets. To this end, bourgeois mass media resort to all sorts of conjectures and falsifications.

Take the Western propaganda's assertion regarding an alleged underwater nuclear-missile threat to America posed by the Soviets. Of course, we are in no way trying to conceal the fact that Soviet strategic missile submarines sail the World Ocean far away from their native shores. The Soviet leadership has made public the steps taken with respect to US territory. That was a forced measure in response to the deployment of the American *Pershing* missiles in Europe. It is well-known that their flight time, i.e. the time they need to reach targets on Soviet territory, is only 8 to 12 minutes. Proceeding from this, our strategic missile ships have countered the United States with an adequate threat.

It is worthy of note that NATO media carry many provocative allegations about exceedingly high development rates of the Soviet Navy.

Irrefutable historical facts testify, however, that the USA was the first to begin setting up an atomic fleet, including nuclear missile ships, in the mid-1950s. Today too they are banking on further development of submarine-based nuclear forces. In the 1990s the *Ohio*-class submarines are planned to be armed with new high-precision *Trident-2* missiles with a range exceeding by 3-4 thousand kilometres that of the present *Trident-1*.

The US Navy is building a new and numerically stronger offensive force, including about 100 surface ships and submarines armed with Tomahawk cruise missiles with a range of 2,500 kilometres.

The American aircraft carriers exercise police functions in different regions of the World Ocean. It is quite natural, therefore, that in response to the creation and advancement of the US strike naval forces to the borders of the USSR and the socialist community countries the Soviet Navy was provided with ships, aircraft and weaponry capable of opposing the US threat to Soviet territory on sea and ocean sectors. These facts cannot be ignored.



It should be mentioned that intimidating people with "Russian underwater monsters" has become a sort of a method for the bourgeois press. For several years now the Soviet submarines have been searched for from time to time near Norwegian or Swedish shores. It is true, of course, that any country can search for anybody and anything in its territorial waters. But what has the Soviet Navy to do with this? There are no Soviet submarines there beyond any doubt.

A number of publications in service with the military-industrial complex are trying to scare their readers with a "new Soviet aircraft carrier." Not long ago they were joined by the US Defence Secretary Caspar Weinberger, who said in part that the USSR was building an aircraft carrier of a new class, which would entail a lot of trouble for the US Navy.

It can be said by way of a reply to the foregoing pronouncement that the process of development and perfection of the Soviet Navy is a natural phenomenon and a retaliatory step caused by the buildup of US naval capabilities. The Pentagon's budget for the fiscal 1987 testifies to the American leadership's intention to gain strategic superiority for the United States. The budget provides for increased appropriations for the US Navy. Specifically, it envisages the construction of new weapon systems, four strike submarines, two cruisers, three destroyers, etc. By the end of the current decade the USA intends to increase its navy by at least 100 ships of major types, bringing their total number to 600. Fear of the Soviet air-capable ships armed with aircraft and ASW helicopters, which are solely defensive means, is nothing but a smokescreen for the American hawks to deceive their peoples and pursue their plans of accelerating the arms race.

### THE HUMAN FACTOR

Although the Soviet Navy embodies the latest scientific and technological achievements, the human factor plays the predominant role. The navymen are professionally competent, ideologically and politically mature people, educated on Marxist-Leninist ideas, and boundlessly devoted to the Soviet Homeland and to the cause of communism.

Record has numerous facts of Soviet navy-men's nobleness and humaneness, and their readiness to come to anybody's rescue. For

instance, crew members from Soviet ships took part in the removal of the consequences of a tropical cyclone on Mauritius, rendered disinterested aid to Sri Lankan population who had got into trouble after fierce storms, helped Egypt to sweep the mines planted in the Suez Canal, and cleared the port of Chittagong in Bangladesh of mines and sunken ships.

Many sincere and kind words were said to Soviet military seamen during their visits to Cuba, Finland, Algeria, Austria, India, Vietnam and other countries. Soviet warships, whose courses cross diverse areas in the World Ocean, sail on visits of friendship to dozens of foreign ports. Wherever they go, Soviet seamen are distinguished for their friendliness, high culture and respect for other nations' customs and traditions.

In a bid to belittle in one way or another the significance of the Soviet Navy's internationalist mission and play down the success enjoyed by visits of Soviet ships to foreign ports, certain Western pressmen resort to absurd inventions to the effect that only "specially selected" men take part in those visits. Such concoctions cannot but evoke an ironic smile, for ordinary seamen serve on Soviet ships that go on cruises to foreign countries.

Summer training is at its highest. Many ships are on distant cruises. The socialist emulation drive under the motto "The decisions of the 27th CPSU Congress will be implemented and the gains of socialism reliably defended!" is gaining momentum. The emulation was initiated by the complement of a nuclear-powered missile submarine commanded by Captain 1st Rank Vladimir Ivanov. Advanced crews are also those from the cruisers *Kirov* and *Slava*, and from the big ASW ship *Krasny Kavkaz*. Other naval collectives are marking the Soviet Navy Day with success in combat training and political education. Every other serviceman in the Soviet Navy has excellent results in combat training and political education, and 80 per cent of the personnel are rated specialists.

However, we do not rest on our laurels, for there is always room for heightening combat readiness. Responding to the Party's and people's concern and attention, the Soviet seamen, starshinas, mitchmans, officers, generals and admirals pledge, like all servicemen in the Soviet Armed Forces, to go on discharging their duty in the most complicated, even emergency situations. Thus, the Soviet Navy is vigilant at all times.

CIVIL DEFENSE

LITHUANIAN RAYON CD DAYS, EXERCISES DISCUSSED

Vilnius SOVETSKAYA LITVA in Russian 8 Jul 86 p 3

[Article by Col V. Komissarenko, Deputy Chief of Staff for Civil Defense of the Lithuanian SSR, under the rubric "Civil Defense": "A School of Special Training"]

[Text] New methods distinguished by the large number of participants and the graphic nature of the training have begun to be extensively used of late in the preparation of the population to protect themselves against weapons of mass destruction. Particular mention should be made of the civil defense days, during which reviews are conducted in front of large audiences. These activities make it possible to test the preparedness of the civil defense formations and their ability to make use of various types of equipment and devices in areas designated as centers of mass destruction. In addition, members of the population present during the exercises are graphically acquainted with what they should do in such a situation.

Interesting and substantive CD days were recently conducted in Vilnyuskiy, Klaypedskiy, Trakayskiy, Vilkavishkskiy and a number of other rayons. They were conducted in two stages: first at enterprises, on kolkhozes and sovkhoses and at other national economic facilities, which made it possible to practice the individual elements of civil defense, and then at the rayon level.

These reviews were preceded by extensive preparatory work of a military-patriotic nature. During the preparatory period in Klaypeda, for example, films on civil defense were shown in the city and at national economic facilities, and exhibits of photographs showing nonmilitary formations in action were set up at the facilities.

Preparations for and the conduct of civil defense day were discussed at the rayon party committee and the rayispolkom in Vilnyuskiy Rayon. An organizing commission was set up, which included representatives of party, soviet and public organizations. Several thousand people took part in competitions among civil defense rescue teams, medical detachments, reconnaissance and firefighting formations. School children presented a demonstration Zarnitsa game. Around 5,000 people assembled to watch the competition.

Civil defense days do more than just prepare the population for action in an area of destruction. They also carry a charge of patriotic indoctrination. It has

universally become the rule to open them with mass-meetings, the placement of wreaths and flowers at the graves of fightingmen who died during the Great Patriotic War, and a formal march by the formations through city streets and squares. All of this underscores the fact that fighters in the civil defense formations are loyal to the combat traditions of the Soviet Army and to the cause which they serve.

Exhibits of protective gear, radiation and chemical reconnaissance and radiac monitoring devices, medical equipment and supplies, civil defense literature and visual aids were set up for the civil defense days. Firefighting and other equipment was demonstrated.

Unfortunately, civil defense days were not handled in a thoughtful and serious manner throughout. Rayon party and soviet organs in some places turned them over entirely to the civil defense staff, intending to limit them just to competitions among individual sections with only a few members participating and without the involvement of extensive groups of the population in the undertaking.

The civil defense months initiated in a number of republic cities and rayons deserve encouragement. They are held at national economic facilities and include a large number of civil defense activities. Shyaulay has acquired some good experience in conducting these months. Last year, for example, it was dedicated to the 40th anniversary of the Soviet people's Victory in the Great Patriotic War. Films on civil defense were shown during that period in the city and at the facilities, and lecturers from the Znaniye society presented lectures, reports and talks on the Soviet people's Victory in the Great Patriotic War, on civil defense tasks at the contemporary stage and on competition among nonmilitary formations. There was testing for the GTO [Ready for Work and Defense] standards in the labor collectives.

I believe that the CD days and months will be further improved under the supervision of party and soviet organs and will be conducted on a good organizational and ideological-political level. They constitute the most large-scale and accessible method of preparing the population and the national economy for protecting themselves against weapons of mass destruction.

11499

CSO: 1801/222

REAR SERVICES/DEFENSE INDUSTRIES

ARTICLE DETAILS CAREER OF AIRCRAFT ENGINE DESIGNER

Moscow KRASNAYA ZVEZDA in Russian 24 Jun 86 p 4

[Article by Lt Col M. Ziyeminsh under the rubric "People of Soviet Science":  
"Chief Designer"]

[Text] From the windows of his office one has a bird's-eye view of the smooth surface of the river and a tiny island. One bank is flat and sandy, the other steep and wooded. And above all of this, the infinite blue of the sky.

How many times, standing by that window, he had thought over one of his designs, weighing all of the pros and cons and considering alternatives in order to arrive at the only correct decision, that which would make it possible to achieve the goal. And Lieutenant General of Aviation Nikolay Dmitriyevich Kuznetsov, Chief Designer of Aircraft Engines, Academician and twice Hero of Socialist Labor, has produced so many of these designs!

The sky through the window of his office. How frequently it reminds Nikolay Dmitriyevich of the dream of his youth: to become a fighter pilot. He joined aviation on Komsomol assignment, studied at the Military Air Engineer Academy imeni Professor N.Ye. Zhukovskiy, and learned to fly an aircraft and use a parachute at the Serpukhov Flight School.

He flew with rapture and was "aware of every screw in the machine," as they say. Once, when he was flying a U-2, the engine began sputtering. The instructor did not intervene at once. What would the young pilot do? Would he become rattled? Kuznetsov began looking for a place to land. The Oka was on one side, a lake on the other. Between them was a meadow sprinkled with haystacks. Should he land the aircraft on the water? That was ruled out: it would sink. On the haystacks? It would turn over.

He was losing altitude and had to make a decision. He landed the aircraft on a tiny, open spot of ground. The instructor praised him for his resourcefulness: "He has both a good eye and restraint."

It was not until later, when he had graduated from the academy, received his academic degree and become one of the leading specialists in the field of aircraft

engine design, that memory took him back to the only emergency situation in his flight career and to the conclusion which he had drawn: "An aircraft engine should never fail, under any circumstances."

"There are no accidents: everything has its causes. If there is a failure or a defect, this means that the cause was previously incorporated into the design. Something was not thought of. Something was overlooked."

Nikolay Dimitriyevich spoke unhurriedly. He recalled how the engine which became the heart of the renowned Tu-114 and An-22 was designed. He concluded with the following:

"A designer must calculate over and over. An uncalculated idea is just raw material. Every design must have a strictly mathematical basis. Science demands this."

Even today, when the specialists speak of the legendary NK-12, they do not spare the superlatives: "Greatest of reliability. Enviably durable. Most powerful and economical engine unit of its type in the world."

This is how it all began. It was the first postwar years. The aviation was "coming" closer and closer to the sound barrier. Jet engines were replacing the bulky piston engines. Kuznetsov was head of a design office at that time. The task assigned the collective was the following: to develop turboprop engines for aircraft with a large range and duration of flight.

Concepts, work-ups, rejected solutions, a search for new ones.... There was all of this. Heated debate, sudden dawns, daring ideas. And then, Kuznetsov reported to the TsIAM (Central Institute of Aircraft Engine Construction) on the plan for an engine with two coaxial propellers. The report first met with an alarming silence in the hall. Then there was a shower of questions, and doubts were openly expressed. The atmosphere heated up. The discussion was followed by a vote: 24 out of the 26 people present voted against the plan. What were their reasons? The pressure increase in the compressor was too high: a level of 13 instead of the usual 5-6. The designer was proposing unheard-of power: 12,000 hp. They were simply not accustomed to things on this scale. There were engines which developed 4,000 "horses," but this.... In addition, they were disturbed by the thought of the enormous, 6-meter dimensions and the contra-rotating propellers on a coaxial reduction gear. No such designs had ever been known. Nor were they convinced by the anticipated good economy of the future power unit.

End of the plan? Start all over again? Kuznetsov is not one of those who gives up or loses hope in the face of obstacles. And that hope had been adjusted by science, checked out by means of those calculations. Kuznetsov shared his ideas with Andrey Nikolayevich Tupolev. The engine designer, little known at that time, persistently and logically proved to the famous aircraft designer that a differential reduction gear was needed, that it was already being produced and that it would be possible to build at least a 10,000hp engine even then. And he convinced Kuznetsov. The experimental "twelve-thousander" passed the extremely tough tests. This was a bench test, however. How would it go in the air?

A considerable amount of time would pass, and Kuznetsov's first born would undergo numerous changes before Tupolev would make the decision to put the engines into an aircraft.

This is what happened. A fire broke out on board. It could not be extinguished. When the unique aircraft fell, it plunged deep into the swampy soil. It was subsequently determined that the reduction gear for one of the engines had been damaged, and the oil had caught fire.

One commission followed another. The conclusions were rigid and absolute: "The reduction gear does not work." "The engine design shows no promise." Kuznetsov's idea for a new engine was thus buried.

He suffered, of course. He suffers even now when he talks about that difficult period in his life. He did not throw up his hands, however. He sought the "cause of the accident." Many people were amazed at his unbending will, his confidence in his concepts and his determination to carry what he had begun through to its logical conclusion.

He smiles when he talks about it today:

"Life tried to break me. It ground me down and almost never caressed me. From childhood I achieved everything with the sweat of my brow, as they say. I underwent an entire series of tests for strength. I remember coming to Moscow to study at an aviation tekhnikum. The first 30 days I lived at the Peasant Club. That was the maximum permitted, and I was turned out. For 2 months I spent the night in attics and at stations. During the winter I slept at the Taganka flophouse. Except for the newspapers ordinarily used as bedding, we lay right on the floor. We also covered ourselves with newspapers. And our clothing was such that one would be chilled to the bone by the time one ran from Krasnoselskaya to Olkhovskaya. We found a way, to be sure: on the way were a bakery and a shoeshop. We would warm up there and then run on...."

This is where the designer got his "iron" character, that perseverance about which there are legends. People say that once, during some tests, a torsion bar was hurled toward the ceiling. The huge part missed Kuznetsov's face by millimeters. He did not even stir, though. "Repeat the test," he said tersely.

Nor did his perseverance let him down in the critical situation in which the fate of the turboprop engine subsequently called the NK-12 was being decided. He was supported by Academician V.Ya. Klimov, well-known scientist and designer. Vladimir Yakovlevich's authoritative opinion put an end to the passions surrounding the new propulsion unit. After familiarizing himself with the conclusions reached by the commissions, he was able to demonstrate that the work should be continued.

Refining and testing the unit took another year. The NK-12 was then placed into series production. There was no engine in the world which compared with it in power (15,000 hp) or economy.

A Tu-114 equipped with four NK-12 engines made a stunning impression at the International Air Exhibition in France in 1957. Years would go by, and another Russian

"marvel," the giant An-22 transport, would be displayed at the next Paris air show. "Something like a steamship with wings," the French newspapers wrote. Modernized versions of Kuznetsov's engines enabled that Hercules of the air to set more than 15 world records. These included lifting more than 100 tons of commercial cargo to an altitude of almost 8,000 meters.

Engines, large and small. They do not look alike, but they are simple and reliable. What a lot of them the chief designer has to his credit!

A picture of Sergey Pavlovich Korolev hangs in Nikolay Dmitriyevich's office.

"We saw each other frequently," Nikolay Dmitriyevich recalls. "Korolev was an extremely interesting man, a talented designer and a prominent scientist. I turned to him for advice. I valued his opinions and his ability to look into the future."

Chief Aircraft Engine Designer, Academician Kuznetsov is also able to look into the future. And to get ahead of the times. And the regimen of acceleration toward which we are directed by the party is the ordinary working regimen for him, a Communist.

11499

CSO: 1801/222



DOSA AF

#### DEFICIENCIES IN PREPARATION FOR ARMY LIFE DISCUSSED

PM080936 [Editorial Report] Moscow KOMSOMOLSKAYA PRAVDA in Russian 5 August 1986 carries on page 4 a 1,300-word Voronezh datelined report under the "School of Courage" rubric entitled "Pull Yourselves Together, Draftees!" by own special correspondent V. Pantsyrev. The article reports that "Many competitors in the finals of the technical and applied military sports at the ninth RSFSR peoples' summer games showed fighting spirit, but the finals also exposed patent shortcomings in young people's preparation for army service." It points out, for example, that "half the male sportsmen were unable to achieve qualifying points on the applied military obstacle course. And they are the best multi-event athletes in the oblast!" It is acknowledged that "there are problems with the physical preparation of draftees." A lieutenant colonel in the reserve with 15 years of experience in carrying out the initial military training of seniors says that he is "convinced that training for the army should begin not in the senior classes but much earlier. In the GDR, for example, the children receive the rudiments of applied military and technical training as early as kindergarten in the form of interesting games and paramilitary contests." Lieutenant General Demin, first deputy chairman of the USSR DOSAAF Central Committee comments that the "overall state of affairs still does not match up to modern requirements. The development of rifle shooting is being held back by the fact that some DOSAAF committees and economic leaders are not concerned about building and opening new ranges and sports facilities."

/8309

CSO: 1801/234

FOREIGN MILITARY AFFAIRS

VINOGRADOV ON U.S.-THAI 'COBRA GOLD-86' EXERCISE

Moscow IZVESTIYA in Russian 17 Jul 86 p 5

[Article by B. Vinogradov under the rubric "International Commentary": "A 'Cobra' in the Gulf of Siam"]

[Text] Joint maneuvers by the armed forces of the USA and Thailand, code-named "Cobra Gold-86," have been underway since 10 July. Ships ply the waters of the Gulf of Siam, fighter-bombers sweep through the air, and ground units have moved into forming-up positions in the coastal zone and in the area of Bangkok.

Information agencies state that these are the largest such maneuvers in recent times. Around 15,000 soldiers and officers are taking part in them. They are being conducted in a combat-like situation. The exercises involve the mining of ports and naval lines of communication and the landing of forces in "the most dangerous areas." The tactical maps show these to be the provinces adjacent to the Thai-Cambodian border. The landing of a large formation of American Marines will be accompanied by air strikes against the fortifications of a "hypothetical enemy." Taking part in the maneuvers are the American battleship New Jersey, which carries Tomahawk cruise missiles with nuclear warheads, the missile-carrier Long Beach, and dozens of other military vessels of the U.S. and Thai navies.

What is the reason for the high level of militaristic activity by the Pentagon in this area of Southeast Asia?

We know what importance Washington has assigned to the Asian and Pacific Ocean region in its "neoglobalist strategy." The head of the American administration has more than stressed its "particular role" for "securing the vital interests of the United States." In reality, this policy constitutes an unrestrained buildup of the military presence and an exacerbation of tensions. The Pentagon makes no secret of its plans for establishing a nuclear staging area there for pressuring the Soviet Union and newly liberated nations.

Nuclear ammunition is kept in a constant state of readiness on ships of the American 7th Fleet, whose range extends to the Pacific and Indian Ocean basins. In light of the continuous buildup of the American military might in the region, the Asian community is expressing alarm, and not without foundation, at the involvement of the ASEAN nations in this "global strategy."

Recently, while in Manila, U.S. Secretary of State G. Schultz called upon his partners in the talks to engage in closer "cooperation in the strengthening of security." As already reported, however, his appeals did not meet with the support he was counting on. What is more, a number of ASEAN states announced their intention to get Southeast Asia proclaimed as a nuclear-free zone. Initiatives put forth by the Soviet Union for turning the region into a zone of peace and cooperation have been received with approval in many nations. This turn of events goes against the grain of Washington, of course. The response has been threats and stepped-up military preparations.

Judging from everything, the USA plans to use Thai territory at its own discretion for implementing its plans. The area directly adjacent to the Thai-Cambodian border, where Pol Pot bands and other armed formations of Khmer reaction have dug in, are of special interest to the Pentagon, a fact confirmed by the Cobra Gold-86 maneuvers. The main emphasis is on them with respect to exacerbating tensions.

The facts show that the USA will stop at nothing in order to draw nations of the region into the orbit of its militaristic strategy. This policy is evoking a determined protest by peace-loving peoples demanding an end to imperialism's aggressive intrigues.

11499

CSO: 1801/222

FOREIGN MILITARY AFFAIRS

GOLTZ CRITIQUE OF U.S. 'GLOBAL SHIELD-86' EXERCISE

Moscow KRASNAYA ZVEZDA in Russian 18 Jun 86 p 3

[Article by A. Goltz under the rubric "Military-Political Commentary": "A Global Provocation"]

[Text] ...Seven B-52 strategic bombers and five tankers of the U.S. Air Force took off from (Mater) Air Base in California, passed along the Canadian coast, flew over the Bering Strait and came right up to the air space of the USSR. They then crossed Alaska and performed a simulated bombing over the territory of Canada and the USA.

This ominous raid, a representative of the U.S. Strategic Air Command announced, was part of the large-scale Global Shield-86 maneuvers, which have been underway for a week now and have covered territory not just of the USA, but of a number of other nations as well. A total of 140 B-52 bombers of the Strategic Air Command and the combat crews of ground-based intercontinental ballistic missiles, as well as subunits of the U.S. Air Force Reserve, the Navy and Marines, and the armed forces of Canada, have been active in them.

The maneuvers, whose code-name translates as "global shield," were a defiant rehearsal of nuclear aggression, a global, militaristic provocation. The Pentagon openly stated that the objective of Global Shield-86 was to test the preparedness of the U.S. strategic forces for nuclear war. Furthermore, the raid by the B-52 bombers demonstrated that it was a test of their preparedness to inflict a first nuclear strike.

These adventuristic actions of the Pentagon strategists fit precisely into the general military-political course of the U.S. administration, which continues to assess the contemporary world situation in terms of the arms race and militaristic blackmail. Washington still does not want to accept the fact that this is undermining the security not just of the entire world, but of the USA itself.

The global provocation carried out by the Pentagon has demonstrated once again the fact that the real threat to U.S. security does not come from without, a fact underscored at the just-ended Plenum of the CPSU Central Committee. The military-political elite of that nation with its adventuristic behavior in the international arena poses the same kind of threat, a considerable one.

11499

CSO: 1801/222

FOREIGN MILITARY AFFAIRS

NORWEGIAN PILOTS' TRAINING AT NELLIS AFB QUESTIONED

PM201215 Moscow KRASNAYA ZVEZDA in Russian 17 Aug 86 Second Edition p 3

[Yu. Akinshin "Notes Apropos": "What Are Norwegian Pilots Doing in Nevada?"]

[Text] Norwegian radio has reported that two Norwegian Air Force planes collided during exercises in the Nevada (U.S.) desert. The pilots managed to land their aircraft and there were no casualties.

Aerial collisions do not always have such a happy ending, of course. So one can sincerely rejoice at the fortunate outcome of the incident. But, at the same time, the question arises: Why, all of a sudden, are Norwegian Air Force planes participating in maneuvers on U.S. territory, let alone in the Nevada desert?

Norwegian radio does not answer this question. But an answer is very much needed. Indeed, all of us automatically associate the Nevada desert with U.S. nuclear tests which take place at the test site there. But not everyone knows that the Nellis Air Base--a large U.S. Air Force test site the size of Switzerland--is in Nevada. And this base has features which are just as sinister as those of its nuclear neighbor.

In the first place, the terrain in the test site area is approximately the same as that in the countries of the Near East and Persian Gulf. As is known, the Pentagon strategists of "neoglobalism" unabashedly state that the United States must protect its vital interests in every part of the world, not least in the Arab East. Exercises in conditions that approximate the conditions of the proposed "theater of hostilities" are an important part of U.S. Armed Forces' training for the implementation of this doctrine.

Nor is it a secret that for a number of years the United States has been trying to involve its NATO allies in the protection of U.S. interests outside NATO's "zone of action." And not only trying, but actually doing it. For example, in 1983, when the United States managed to involve French, Italian, and British military contingents in the occupation of Lebanon. Or a more recent example--the bombing of Libya. As U.S. General B. Rogers, supreme allied commander Europe, admitted, "the United States has unilaterally decided to use NATO resources to strike at territory outside the bloc's defense system...." That is, it has effectively widened NATO military interference geographically.

These examples automatically come to mind in connection with the incident involving the Norwegian aircraft. In fact, it is at the Nellis Air Base that the Americans are training Norwegian pilots to carry out combat actions in the desert. It would be interesting to know what desert the Norwegian Air Force intends to defend.

As for the second feature of the Nellis Air Base, an uninitiated person, one, moreover, who has been intimidated by the endless fables about the "Soviet military threat," finding himself on the territory of the base, would simply be dumbfounded. Indeed--at the airfield he would see MIG-21 and MIG-23 aircraft with red stars on their wings. The pilots go about in Soviet-style helmets and suits and in the evenings they quaff vodka (probably from samovars) and eat pickled cucumbers. Russians, yes but only, of course, the U.S. idea of our people.

In fact, they are pilots of the U.S. special squadron which the U.S. Air Force command decided to form in 1972. It was set up, THE WASHINGTON POST wrote, to carry out a complex Air Force program of training in air battles against Soviet aircraft, codename "Red Flag." For 3 years the pilots have lived "a la russe" to get out of their American ways and become, so to speak, "Russian" pilots. To achieve this they follow Soviet study programs and entertain themselves in the way they think Soviet pilots would entertain themselves. And they fly F-5 and F-5E aircraft camouflaged as Soviet MIGs.

Pilots from other NATO countries are regularly invited to join the training sessions. In fact, as well as acquisition of "combat" skills, the other task is to paralyze the ability to think critically and to establish a conditioned reflex: Russian means enemy, Russian means you shoot, bomb, knife, strangle....

There is a 196 km land border between the USSR and Norway. And although our countries belong to different military-political alliances there have never been any serious incidents or friction on the border, the atmosphere having been one of restraint and mutual understanding. But imagine pilots who have completed the "Red Flag" training program in Nevada in control of the Norwegian fighters which regularly fly the border. Would the conditioned reflexes acquired on the other side of the Atlantic prevail over common sense?

/12232

CSO: 1801/241

FOREIGN MILITARY AFFAIRS

BENIN ARMED FORCES POLITICAL WORKERS VISIT

PM201318 Moscow KRSNAYA ZVEZDA in Russian 20 Aug 86 second edition p 3

[Unattributed report: "Guests from Benin"]

[Text] A delegation of leading political workers from the Beninese Armed Forces headed by Major (F. Nyamu), permanent secretary of the Benin People's Revolutionary Party Defense and Security Commission, paid an official visit to the Soviet Union 12 through 19 August at the invitation of the USSR Defense Ministry and the Soviet Army and Navy Main Political Directorate.

The guests had detailed talks at directorates of the Soviet Army and Navy Main Political Directorate on problems of political education work in the army and navy. At the political directorate, a unit, and a military training establishment of the Carpathian Military District they familiarized themselves with the features of the training of various categories of servicemen.

At the V.I. Lenin Military-Political Academy, the M.V. Frunze Military Academy, and the V.V. Kuybyshev Military Engineering Academy the delegation members studied the experience of training political, command, and engineering cadres.

As the "Vystrel" Higher Officer Courses the Beninese guests familiarized themselves with the experience of training military cadres for the USSR Armed Forces and friendly armies.

The delegation visited the V.I. Lenin Mausoleum and the Tomb of the Unknown soldier by the Kremlin Wall.

In Moscow and Lvov the guests familiarized themselves with sites of historic revolutionary interest and monuments to the Soviet people's combat and labor glory.

Maj (F. Nyamu) and the accompanying officials were received by Admiral A.I. Sorokin, first deputy chief of the Soviet Army and Navy Main Political Directorate. During a friendly talk questions of interest to both sides were discussed.

The delegation has left the Soviet Union.

/12232

CSO: 1801/241

FOREIGN MILITARY AFFAIRS

DEVELOPMENT OF WESTERN BRIDGING EQUIPMENT EXAMINED

Moscow KRASNAYA ZVEZDA in Russian 25 Jun 86 p 3

[Article by Col A. Malyshev and Col (Retired) A. Kozhukhar under the rubric "Military Equipment Review": "Mechanized Bridges"]

[Text] The engineer equipment of foreign armies includes special machines for crossing various types of obstacles. Bridge-laying tanks and mechanized bridges, among others. What are the trends in the development of this equipment?

Senior Lieutenant A. Yudin and  
Lieutenant D. Starovoytov

Foreign military experts say that overcoming obstacles will be one of the problems which the troops will have to solve. They cite facts from the combat experience in Southeast Asia and the Near East to support this opinion.

At the present time, the foreign press reports, a large number of companies in the USA, the FRG, England and France are specializing in the production of the engineer equipment which they call bridging equipment. It includes, among other things, bridge-laying tanks, mechanized bridges and other equipment. According to NATO military experts, bridge-laying tanks are designated for supporting the advance of troops in the first (assault) echelon directly on the battlefield. This accounts for their basic specifications: minimum amount of time involved in launching the bridge elements over a barrier and reliable armor protection for the crew (they should not leave the vehicle during the entire operation).

It is planned to use mechanized bridges on fixed supports primarily outside of the range of enemy fire and on field lines of communication as a replacement for bridges set up with bridge-laying tanks.

The bridge-laying tanks presently being received by divisions and brigades of the Western armies are basically the same. According to the JANE'S reference book, they are main battle tanks on which the gun turret and armament have been replaced with a bridge structure equipped with a mechanism for launching the bridge over a barrier. Barriers up to 20 meters wide can be crossed by means of the machines. They will be based on the M60AI (USA), Leopard (FRG), Chieftain (Great Britain) and AMX-30 (France) tanks.



Among other things, the magazine MILITARY REVIEW has stated that the modern bridge-laying tanks have a hydraulic and electric drive for partly automated actuators. The bridge structures themselves can be divided into two types. The first consists of links (two) with an articulated joint. They are placed one on top of the other for transporting. They are spread out (scissors-like) for deployment over a barrier. These include the American AVLB bridge-layer (photograph 1 [photographs not reproduced]), the British FV 4205 and the heavy French bridge-layer. The extendible bridge structure consists of only one link (the so-called continuous-link system) or of two links, which are hauled in a two-layer stack and are connected into a bridge for launching over a barrier (the FRG's Biber bridge-layer [photograph 2]).

Foreign observers note that both design trends have their "plusses" and "minuses." They consider to be the main disadvantage of bridges which open out like "scissors" (top), the fact that the vehicle's silhouette is greatly enlarged. In their opinion, it would not be particularly difficult to destroy such a target. The Biber bridge-layer has far fewer features which could give it away. Debate continues between the opposing sides, although a number of foreign military experts criticize the limited capabilities of the extendible type of bridges.

The Western press reports that the development of a fundamentally new system of mechanized bridging equipment was started in the mid-'70s under a trilateral agreement between the USA, the FRG and Great Britain. According to the plan, it will consist of standardized components making it possible to erect single-span bridges right on the battlefield and multispan assault bridges on fixed supports, as well as floating bridges over wide water barriers.

The main components of the system are to be standardized bridge spans 28-32 meters long, which can be mechanically set up over a barrier (launched by means of bridge-laying tanks or wheeled vehicles).

According to the magazine WEHRTECHNIK experimental models of such bridges built by the beginning of the '80s were made of light-weight, high-strength alloys and composite materials. Reducing the weight made it possible to increase the length of the bridge span.

The magazine ARMY has reported that serious disagreements arose among the partners developing the bridging equipment at the stage of comparative testing of experimental models of the new system. There was lengthy debate about the optimal design for the main components, but it did not produce any real agreement. The bridge-laying tank which was to be a part of the system was criticized particularly severely. The magazine INTERNATIONAL DEFENSE REVIEW stresses the fact that its large dimensions constitute its main shortcoming. It is felt that such a vehicle, more than 15 meters in length, is not suited for traveling existing roads and rugged terrain and that it will be difficult to set up the ramp for launching the bridge.

The foreign press reports that American designers are actively engaged in developing mechanized assault equipment for crossing narrow (25-30-meter) water and dry barriers. It is planned to make this equipment a part of the TOE of ground units and subunits, including divisions of the Rapid Deployment Force.

The development of a new, heavy bridge-laying tank is being completed in the USA, with which it is planned in the future to replace the present AVLB. The new vehicle is intended for armored and mechanized divisions. The bridge will be 32.3 meters in length and be able to carry 70 tons. It is of the "scissors" design and is hauled as a three-layer unit. The M1 Abrams tank is used as the base. An insignificant amount of time is needed to install the bridge over a barrier. For travel, the bridge-layer is 11-12 meters long. It has a higher speed and good maneuverability. A light bridge-layer specially designed for the U.S. Rapid Deployment Force is in the testing stage. The bridge-layer will consist of a bridge 25 meters long with a capacity of 30 tons on a special trailer equipped for launching the bridge over a barrier. The press reports that any transport vehicle, including engineer vehicles and armored personnel carriers, can be used for towing the trailer (photograph 3).

Foreign military experts rate mechanical bridges of this design fairly highly. They are won over by the relatively low cost. The trailer does not have to have a special engine to drive the mechanisms for launching the bridge. Ways have been worked out for using tractor power units for this purpose. American and Israeli experts have jointly developed the TLB bridge-launching trailer, for example, which has a triple-link bridge 24 meters long with a carrying capacity of 70 tons.

The magazine INTERNATIONAL DEFENSE REVIEW provides information on plans for French bridge-layers which help with the crossing of narrow barriers. They include a bridge-laying tank which carries a 10-meter bridge and launches it over a barrier. These links can be connected into double- or triple-section bridge structures, however (to form bridges 20 and 30 meters long).

Citing studies which have been performed, the magazine WEHRTECHNIK stresses the fact that not only is the attempt to make bridge spans as long as possible not dictated by necessity, but it also results in unjustified overconsumption of materials. The West German experts have calculated that in the European TVD [Theater of Military Operations] a saving of 20 percent on the cost of this engineer equipment could be achieved by having each bridge-layer carry and install over a barrier two 12-meter bridges (which could be connected into a single 24-meter bridge when necessary) instead of a single 22-meter bridge. It is further concluded that the development of long (40-50-meter) single-span bridges does not fully solve the problem.

The disagreements are enabling the military-industrial complex to gain additional profits for the development of equipment designated for the implementation of aggressive plans both in Europe itself and in other areas of the planet.

11499

CSO: 1801/222

AFGHANISTAN

COMMENTARY REITERATES SOVIET SUPPORT FOR DRA

OW240944 Moscow in Mandarin to China 0700 GMT 23 Aug 86

/Shakov Commentary/

/Excerpts/ According to broadcasts by Radio Kabul, Afghan regulars, helped by local residents, have smashed a bandit gang of a considerable size near Herat city and captured many weapons, including missiles. These weapons were manufactured in the United States, NATO countries, and some Asian countries. In this connection our station commentator Shakov says:

Of late, there has been a turn for the better in the process of peacefully solving the Afghanistan issue. Progress has been made at the Geneva Afghan-Pakistani negotiations arranged by the UN secretary general's special envoy. The social and political base of the people's regime in Afghanistan is being consolidated and expanded step by step, while the international prestige of the Afghan Government is rising steadily.

In view of this situation, the Soviet Union, after consulting with the Afghan Government, has decided to withdraw from Afghanistan part--six regiments--of the limited Soviet troops stationed in that country at the request of the Afghan Government. This question was mentioned by Comrade Gorbachev in his speech made recently in Vladivostok. He said this step could speed up the political solution to the Afghanistan issue.

Public opinion in Asian countries spoke favorably of the Soviet decision. Many political and social activists in Asian countries held that the United States and its allies must stop their armed aggression against the Afghan people. Recent facts, however, have indicated that Washington has refused to do so. Last week, a spokesman for the White House said that the United States will increase financial and military aid to Afghan rebels. Its NATO allies have adopted a similar stand. Judging from the weapons captured in the past few days, some groups in Asia also have no intention of stopping their sabotage activities against the Afghan people. In fact, they have continued to provide the rebels with weapons. The amount of weapons supplied has increased instead of decreasing. Can this be called a logical reply to the Soviet decision on partial troop withdrawal from Afghanistan?

The Soviet Union would like to make this clear beforehand: It will certainly assist a neighbor who is subject to intervention and aggression. The Soviet Union, together with other socialist countries, will support and aid the Afghan people in their fight against imperialist aggression and in their defense of freedom and a bright future.

/12228

CSO: 4005/949

AFGHANISTAN

PROFILE OF TWO SOLDIERS WHO SERVED IN AFGHANISTAN

PM061052 [Editorial Report] Moscow KRSNAYA ZVEZDA in Russian 26 July 1986 second edition carries on page 3 a 2,000-word article entitled "The Schooling Behind Them; A Sketch of Servicemen Who Have Worthily Discharged Their Internationalist Duty in Afghanistan" by own special correspondent Lieutenant Colonel N. Belan. The article describes how those who served in Afghanistan are helping in the military patriotic education of young people and the qualities they possess. The first section, headed "Two Comrades Who Served," concentrates on reserve Sergeant Guminskiy who served in the DRA. He was wounded there, winning the "for valor" medal, and was told by doctors that his service career, as a result of his injuries, was over. However, despite this, he persevered in his wish to become a flyer and was accepted as an officer cadet at the Stavropol Higher Military Aviation College, where, notwithstanding his injuries, he excels at gymnastics, thus illustrating to the other students that "limits" can be surpassed. He also points out that "professionalism" was "particularly valued by us in Afghanistan." The chief of the college political department says: "The veterans of the Great Patriotic War have retired, but internationalist servicemen like communist Guminskiy are coming into the officer ranks. I can tell you, the replacements are reliable." The second section, headed "Spring Draft," describes how DRA veterans use their Afghan experience to inculcate soldierly attitudes in young people drafted at the Stavropol Kray assembly point, focusing on Ye. Nikulin, a senior lieutenant in the reserve and Komsomol instructor: "We expect much from you Komsomol workers," Colonel A. Grishin told him, "And from those who served in Afghanistan even more. It is important that the draftees realize that their service has already begun and that they set their minds to it here at the kray assembly point, because the difficult life of a soldier lies ahead, and it must be conscientiously prepared for."

/8309

CSO: 1801/234

AFGHANISTAN

PHOTO FEATURE ON SAPPERS SERVING IN DRA

PM260840 [Editorial Report] Moscow KRASNAYA ZVEZDA in Russian 19 August 1986 second edition carries on page 2, under the rubric "The Site of the Feat Is Afghanistan" and the headline "Mines on the Roads." A photofeature by A. Yefimov consisting of three photographs, the first depicting 5 men against the background of mountains, the second showing two men with sniffer dogs on a mountain road in the foreground and two more soldiers further down the road, and the third showing what appears to be three tanks on a mountain road fitted with roller-type mine-sweeping equipment. The photographs are accompanied by the following caption: "The sappers are not short of work. Before they have passed along the road at dawn and given the 'all clear,' all the barriers remain closed, and neither convoys nor individual trucks are allowed to pass. This is because the Dushmans do not give much thought as to who will fall into their deathtraps.

"I took these photographs early in the morning when I set out on the road with the sappers. On the photograph below right you see mine-sweeping operations on a road; below left PRC Mikhail Voronov and Junior Sergeant Gennadiy Roshchin (on the left) with the dogs Sultan and Osta. They are trained to sniff out the most sophisticated plastic mines to which a normal mine detector does not react. Sultan and Osta have notched up several dozen defused mines. On the photograph at the top you see the sappers Senior Lieutenant A. Shchubey; Lieutenant O. Babenko; Major S. Kuptsov; Sergeant Yu. Madaminov; and Junior Sergeant N. Kovalchin; (from left to right). They have all been awarded the order of the Red Star.

/12232

CSO: 1801/240

AFGHANISTAN

BRIEFS

DRA FORCES ELIMINATE COUNTERREVOLUTIONARIES--Kabul, 7 August--Over the last few days DRA security forces have swept free of counterrevolutionary gangs a number of regions in Vardak Province and (Shinvar) District. Dozens of bandits, including their ringleaders, who had been terrorizing peasants and preventing them from gathering their harvest, were killed during the fighting. According to BAKHTAR, large quantities of weapons, including missiles and launchers, heavy machineguns, and antitank and antipersonnel mines, were seized. [TASS report: "Free of Gangs"] [Text] [Moscow KRSNAYA AVEZDA in Russian 8 Aug 86 second edition p 3 PM] /12232

CSO: 1801/240

END